

DECEMBER 1, 1917

# Leslie's

*Illustrated Weekly Newspaper*

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# An Eternal Legacy of Mirth

Good Queen Bess and her court were in convulsions of laughter. Never in the history of the world was there seen such a comic character as Sir John Falstaff, the fat, roistering friend of Prince Hal. The occasion was Shakespeare's presentation of *Henry IV* before the English Court. To Elizabeth the freshness and unconventionality of it all were delightful. The corpulent Knight swaggering among tapsters, and carriers, and merchants, and loud robustious women like Mistress Quickly and Doll Tearsheet, in the tavern where he is monarch, is the personification of unrestrained freedom and frolic. He violates all social rules in speech and conduct with such inimitable wit and good-natured, inventive effrontery that we see only the comical features of his vices and frailties. The Queen—no prude—was enchanted. She demanded that Shakespeare show Sir John in love, in order that she might hear more of him. By royal command was written that great comedy, *The Merry Wives of Windsor*, which, word for word as Shakespeare wrote it, together with everything else that he wrote, exactly as it came from his pen, is found in this edition of

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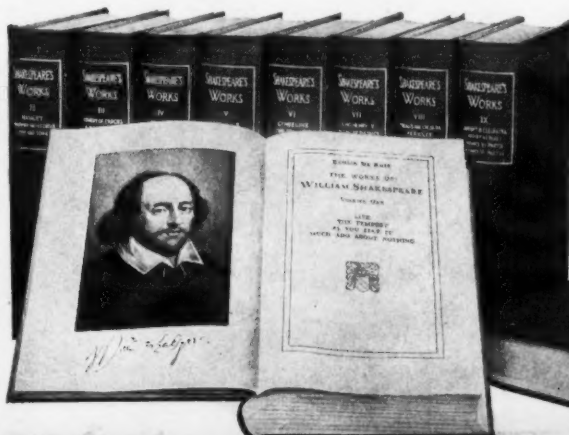
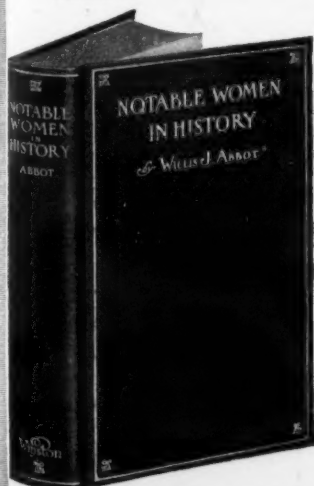
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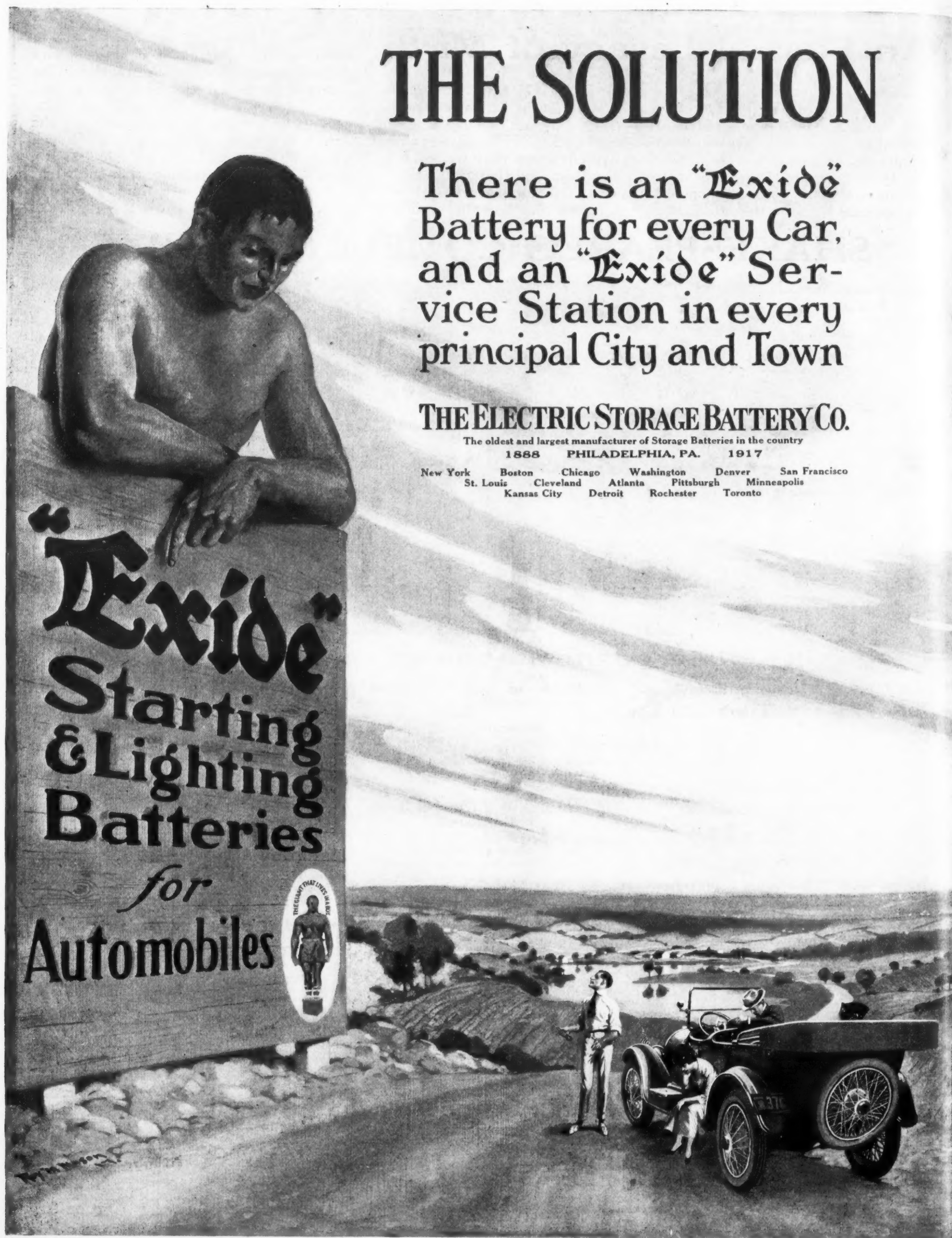
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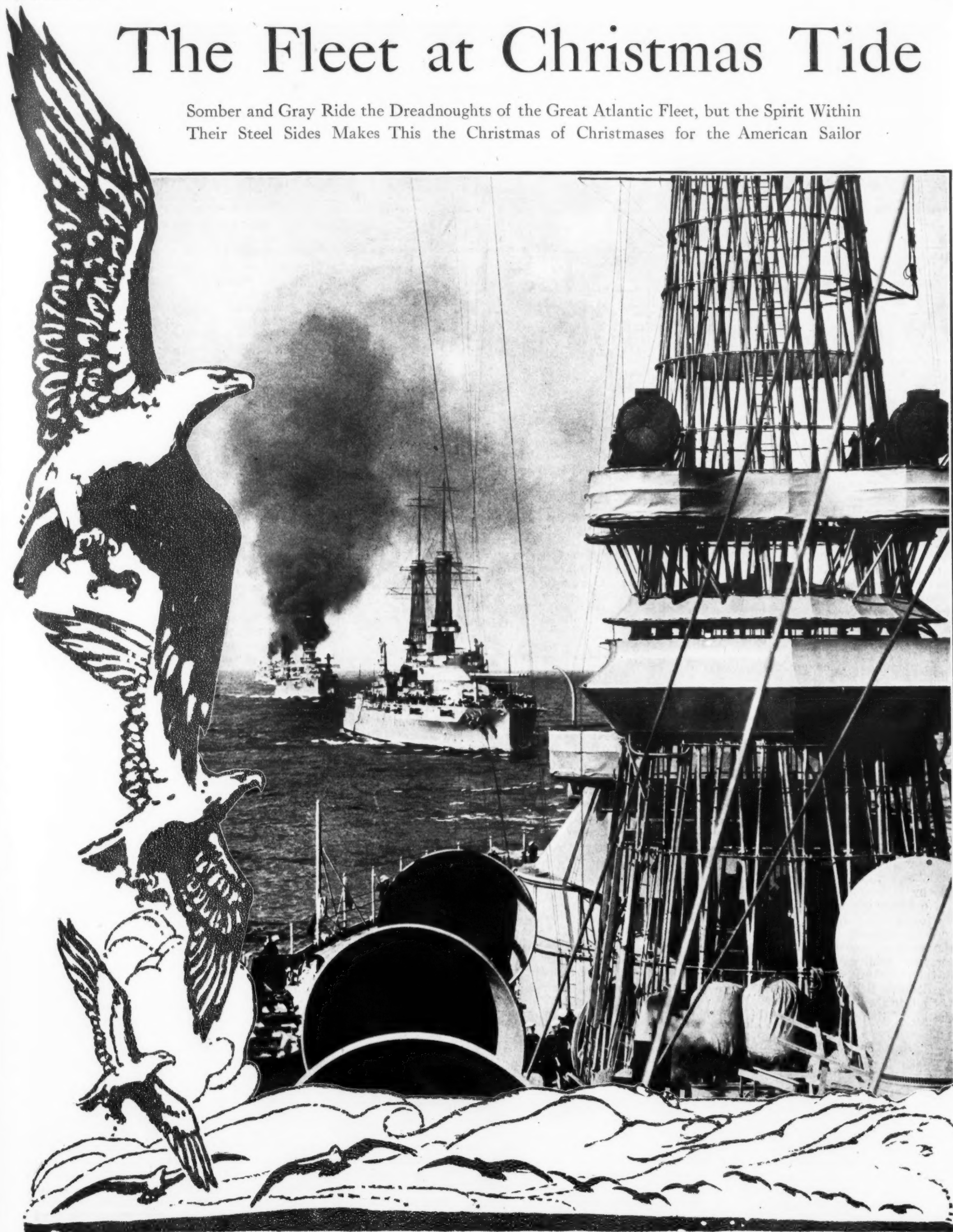
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# The Fleet at Christmas Tide

Somber and Gray Ride the Dreadnoughts of the Great Atlantic Fleet, but the Spirit Within Their Steel Sides Makes This the Christmas of Christmases for the American Sailor







## The Christmas Slogan

By EX-PRESIDENT TAFT

WE are still laboring under the pleasurable excitement of patriotism—a sort of stimulated sensation. We haven't patriotism in our souls, and we won't get it until those that are dear to us are killed or wounded. Soldiers walking the streets only serve to give a new sensation for those of us who are seeking sensations. The slogan, "Give until it hurts," has been overworked in publicity, but not in practice.

## Our First War Christmas

CHRISTMAS bells ought to be peace bells. Since that may not be, our first war Christmas gives us the finest chance to show at its best the true Christmas spirit. Christmas and unselfishness are synonymous. Thoughtfulness of others' comfort and happiness is the season's keynote. Every person in uniform constitutes a separate and distinct appeal to the great American people for a mighty outpouring of Christmas cheer and generosity.

In a million American homes this will be a different sort of Christmas, because of some loved one gone in the service of flag and of humanity. But Christmas invites us to think, not of these firesides, but of training camp and ship, of trench and hospital, and the different sort of Christmas a million young servants of the nation will there be having. To most of them it will mean the first Christmas away from home.

Christmas cheer they must have, and in greatest abundance. Not one must be overlooked. Family and friends will send gifts and cheering letters. The church, the fraternal society, the business house will remember those on their respective rolls of honor, but every soldier, every sailor, every nurse, should be remembered also by the nation, by the grateful American public.

No better opportunity to send this cheer can be found than Judge's Trench Christmas, described elsewhere in this issue. One dollar does the work of two in making Christmas happier for some soldier, and the personal touch enters in the postal card in each package, addressed to the donor, which will bring back a word of thanks. Let all do their bit in making a little less lonely the lot of those who are fighting our battles.

## Let Every One Save

IF the homes and public eating-places fail to respond to the President's appeal to save food, the only alternative will be complete governmental control of all staple foods as they have it in England. Every woman is being asked to pledge herself to carry out the suggestions of the Food Administration, and through the agency of the churches, Mr. Hoover has introduced a weekly report card system covering the number of "wheatless, meatless and wasteless" meals in every co-operating family throughout the United States. If the public treat lightly this appeal for their co-operation and recognize high prices as the only check upon

# LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States

Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

10 cents a copy—\$5.00 a year.

CXXV SATURDAY, DECEMBER 1, 1917. No. 3247

extravagance, then it will be necessary to take definite control of the production and distribution of all the staple foods, from the farmer who raises the crops until they pass over the counter of the small retailer.

The Government has not enjoyed thus far the co-operation all along the line that it has a right to expect. Governor Capper of Kansas, in a letter to Food Administrator Hoover, says that the farmers of his State have lost \$50,000,000 through the Government's fixing the price of wheat, yet the millers and bakers and retailers have not reduced their prices accordingly. He rightly concludes that it is indefensible to take away profits from the producer without giving the consumer the benefits of the reduction.

It is the patriotic duty of all classes to economize in use, and wherever possible to increase production. Despite all that has been done to relieve the coal shortage, the *Black Diamond*, official organ of the coal industry, states that the outlook is worse than ever. Are the miners doing their bit to supply the country's needs? Fuel Administrator Garfield says that "if the miners now at work should labor in the mines eight hours during even five days of the week there would be no shortage of coal." The President has ordered an increase of 45 cents a ton in the price of bituminous coal to meet advances in miners' wages, and lest this should tempt miners to work fewer hours, a system of fines, automatically collected, has been provided to secure full time. Defying the Government, Southwestern coal miners say they will not accept the penalty clause. Fuel Administrator Garfield holds it is just as a war measure, and declares that wage advances and the 45 cent increase in the price of coal will hinge upon the acceptance of the penalty clause by the miners. It is up to the miners to show their patriotism by swelling the output of the mines.

## The Railroad Crisis

THE breakdown of American railroads under the tremendous strain of war transportation would be second only in effect to a great military disaster. Such a railroad crisis is actually impending. Large gross earnings and improvement in operating efficiency under the Railroad War Board, when properly studied, accentuate this danger. Of what value were the stupendous gross earnings of nearly two billions for the first six months of 1917, an increase of \$205,000,000 over the same period of 1916, when the 1917 net earnings were \$7,155,748 less than the 1916 net earnings? Can any business stand prosperity of this sort?

The increased war tonnage of the railroads is wearing out road-beds, bridges, rolling stock and all other equipment, while the railroads are not earning enough even to replace what is being exhausted. The income of the railroads was inadequate before the war. Terminals, rails and equipment were needed, but the money could not be had. The Interstate Commerce Commission, by its refusal to grant adequate rate advances, destroyed the credit of the railroads. If rightly encouraged, the railroads were ready to spend the enormous sum of a billion dollars a year in improvements, but these were halted and 45,000 miles of railroad were forced into bankruptcy. At the same time the railroads had to pay increased wages and higher prices for all materials.

The war has aggravated the deplorable condition of our railroads. Steel and fuel costs have doubled in three years. Two years ago the railroad brotherhoods got all they demanded. At this time the Switchmen's Union of North America is preparing to demand a fifty per cent. wage increase. On top of this 200,000 members of the Brotherhood of Railway Trainmen and the Order of Railroad Conductors are formulating demands for a wage increase of 25 to 50 per cent. The railroads pay war prices for labor and material, the shipper gets war prices, but the carriers continue to get peace prices for their services.

Depreciation in railway stocks for the first ten months of 1917 has been \$1,400,000,000, and as these stocks are largely held by savings banks and life insurance companies every depositor in a savings bank and every holder of a life insurance policy has something at stake in the peril of the railroad situation. Direct ownership of the railroads is in the hands of a half million shareholders, but railroad property and prosperity are the security behind nearly \$2,500,000,000 of savings of 12,000,000 savings bank depositors and 40,000,000 life insurance policyholders. President Day of the Equitable Life Assurance Society argues convincingly when he says that if it is right for the Government to give financial aid to war contractors and to loan vast sums to other nations, it cannot then be wrong for the Government "to give prompt and effective relief in rate advances to the organizations operating its own basic line of communication to the battle-front."

The Interstate Commerce Commission, which has reopened the 15 per cent. rate advance plea of the railroads, should come to their relief before their condition ends in a national disaster. Railroads are vital to our success in this war, not only the American railroads in France which directly supply General Pershing's forces, but also every mile of railroad in the United States. The present rates are a menace both to the financial stability of the railroads and to their transportation facilities. The Railroad War Board has responded to the nation's war needs by increasing the average trainload and making two trains do the work done by three in 1910, yet the four big railroad brotherhoods are preparing to urge upon Congress at this time of national necessity a law to limit the length of freight trains, a law that would result in such congestion as to throw the country into a transportation panic, and jeopardize the success of our army in France. It is patent that the foremost thought of the brotherhoods is not duty to country in time of war.

CHRISTMAS battle the so by the blood we heard t of that fir watching t tion has le years can with its m the angels earth peace story still But we t hills of Fr drowned b of Bethle battle, and in lurid flas Twenty of the Pri full of tum the angels "such stu Our syb age annou "Oh yes, the habitu deepest th and beyon to the sho us from d unto thee Before could not I think th a garret t panel of t knees, the sobbing th day, but Ironsides Stonew Roberts prayed i would do this, her strive to The gr is found sheltered encounte many at t boys at t firing-line The fa in talk religion a creeds h much re mains, a dominion At ho faces, w every at they say they said The p





Drawing by Wilfred Jones

## The Faith of a Soldier

By ARTHUR HUNT CHUTE, Late of the First Canadians

CHRISTMAS EVE of 1917 dawns on this world in battle array. From the Vosges Mountains to the sea there runs a crimson line, dyed ever deeper by the blood of men. In the golden haze of childhood we heard that priceless story of the hills of Bethlehem, of that first Christmas Eve when the shepherds were watching their flocks by night. Every child's imagination has leaped to the story. The sophistry of later years cannot efface the enraptured charm that lingers with its memory. We read again of that night when the angels sang, "Glory to God in the Highest, and on earth peace, good will toward men," and we find the story still instinct with sweetness and with fragrance.

But we turn away from the hills of Bethlehem to the hills of France and Flanders, and the angels' song is drowned by the voice of the roaring guns. The Star of Bethlehem goes down in the smoke and reek of battle, and the stars the shepherds watched are lost in lurid flashes and in shooting rockets through the night.

Twenty centuries have passed since the angels sang of the Prince of Peace, and now tonight "the earth is full of tumult, and the sky is dark with wrath." Was the angels' song in vain, and was our faith made of "such stuff as dreams are made on"?

Our sybaritic friend who still finds ease in an austere age announces in blasé tones of armchair omniscience, "Oh yes, all faith is gone." But we shall not turn to the habitués of soft and easy places for counsel in deepest things. Such subjects are beyond their ken, and beyond their depth, for little shallows keep close to the shore. In all ages the voice of Faith comes to us from deep waters. "Out of the depths have I cried unto thee," was the exclamation of David long ago.

Before one of his desperate battles Oliver Cromwell could not be found. Finally a little maid said, "Please, I think the Mayster's up here," and she led the way to a garret room. There, peeping through a slit in the panel of the door, they beheld the great Oliver on his knees, the tears streaming down his face, praying and sobbing to God that he might not have to fight next day, but he did fight next day, and on the field his Ironsides swept the cavaliers before them.

Stonewall Jackson, the Southern hero, whom Lord Roberts called the greatest soldier of history, often prayed in his tent all through the night. America would do well in her present crisis to recall the life of this, her most shining military leader, and to analyze and strive to emulate those qualities that made his strength.

The greatest faith in the world at this Christmastide is found in the front-line trenches. In peaceful and sheltered places such as New York and Boston one encounters much of pessimism. This glad season for many at home is full of sadness. But not so with the boys at the front. The purest optimism is found on the firing-line, and optimism is the highest proof of faith.

The faith of a soldier expresses itself in action, not in talk. In the army wordy and windy discussions on religion are tabooed. Unctuous phrases and sounding creeds have been swept away. Much is gone, but much remains. Indeed the fundamental thing remains, an unquestioning faith that God still holds dominion and that the future is safe in His keeping.

At home, with abandoned tones and distressed faces, we hear folks say, "May God help us!" Their every attitude is that of complete despair. The way they say, "God help us," is just the same as though they said, "All hope is gone."

The pessimistic ones at home think that all is awry,

that God has forsaken us, and that naught but evil remains in the world. These Ichabods should take a trip to the front-line trenches, and I am sure they would return in high spirits, with faith rekindled, and with conviction that, in spite of this awful war, there is far more good abroad today than there was in the peaceful time just before the fateful summer of 1914.

General Sherman says in his "Memoirs": "I never saw the rear of an army but I feared that some calamity had happened at the front—the apparent confusion, broken wagons, crippled horses, men lying about dead and maimed, parties hastening to and fro in seeming disorder, and a general appearance of something dreadful about to ensue; all these signs however lessened as I neared the front, and there the contrast was complete—perfect order, men and horses full of confidence, and it was not unusual to find great hilarity and cheering. . . . Therefore for comfort and safety, I surely would rather be at the front than the rear line of battle." There is too much of this trembling and uncertain rear-line-of-battle view with us at home. But however fearful and cowardly we may feel behind, in the front line a brave and steadfast faith remains.

From my personal experience, there is far less talk of religion and far more real practice of religion in the trenches than there is in the churches. Every man there is training himself to think of the other fellow; their voices are gruff, but their interminglings are sweetened by simple-hearted kindness. Selfishness was the rule at home, but there it is selflessness.

Privation and danger and a hard existence draw men's souls together. Those who say that Jesus' teaching of the brotherhood of man is a failure have never learned of the brotherhood of a regiment in peril. The officer's only thought in times of crisis is for the safety of his men, and the men themselves are likewise thinking only of him or of the safety of pals.

"Don't moind me, mate, toike 'Arry 'ome," said a sore-wounded Cockney who preferred to die on the field, that the stretcher-bearer might save his pal.

Against the barbarity and hatred of this war I put the everyday life of the front line, abounding as it does with a wealth of love and charity, and simple kindness. Strange as it may seem, much of pure sweetness still reigns in the trenches, much of the spirit of the Galilean master is found in the dugout and on the fire-step.

In the summer of 1914, I did not think that a world so utterly selfless as the front line could exist. "Over There" it seems as though one would do anything for the other fellow. They are all up against it, and it is the unwritten code that a spirit of helpfulness must be shown by all.

When men are dwelling daily on the edge of sudden death, we find qualities of soul within them that we never dreamed of. Most men show up far better at the front than they do at home.

Boys, who at home seemed worthless cads, at the front show forth the most godlike bravery and devotion. None would reprehend more than they such allusions to their service. But I am sure that if Jesus Christ came back to the world on this Christmas Eve, He would go under the star-shells of the firing-line to find those who would understand Him best.

Professor Alexander Balmain Bruce, the famous Scotch theologian, a few years ago made what was then considered a very radical statement; he said

that he was becoming more and more convinced that the True Church, was not in the church, but outside of the church, separated from it not by immorality and godlessness, but by sincerity and deep moral earnestness.

Our Lord would find the society of many of our churches today quite as uncongenial to Him as that of the temple which He cleaned out with a scourge. But in the trenches He would come unto His own, just as He did among the harlots and publicans and sinners long ago. They would hail Him not only as their Lord, but as their own Big Brother in their daily round of sacrifice.

"E's been all through these trenches, and that's why 'E knows us, and we knows 'Im," was the way a Tommy put it, in claiming Jesus as his Ally. Deep down in the heart of almost every soldier I believe that there is a faith in Jesus Christ as his Ally, and as his Saviour. They who have been through the deep waters together have a comradeship that none others can know. Instinctively the soldier turns to the Master of Sacrifice, as to one of them.

The "Comrade in White" is not some dim, distant figure for the men on the battlefields. In war the veil between the seen and the unseen gets thinner, and many a simple Tommy has pierced that veil with eyes of vision, and has come to know that face that theologians have seen only in a glass darkly.

All have heard of the Angel at Mons. Critics at home discuss the appearance and all such evidences of the supernatural in cold aloofness. I heard one of the Old Army who was there speak of the "Comrade in White" who appeared among our armies in the bitterest days of the retreat. Every accent of the old soldier as he referred to this phenomenon of faith was that of profoundest reverence. His very attitude seemed to imply "Take off thy shoes from off thy feet, for the place whereon thou standest is holy ground."

A friend of mine, who was standing by, said, "Oh, he's just a superstitious Catholic."

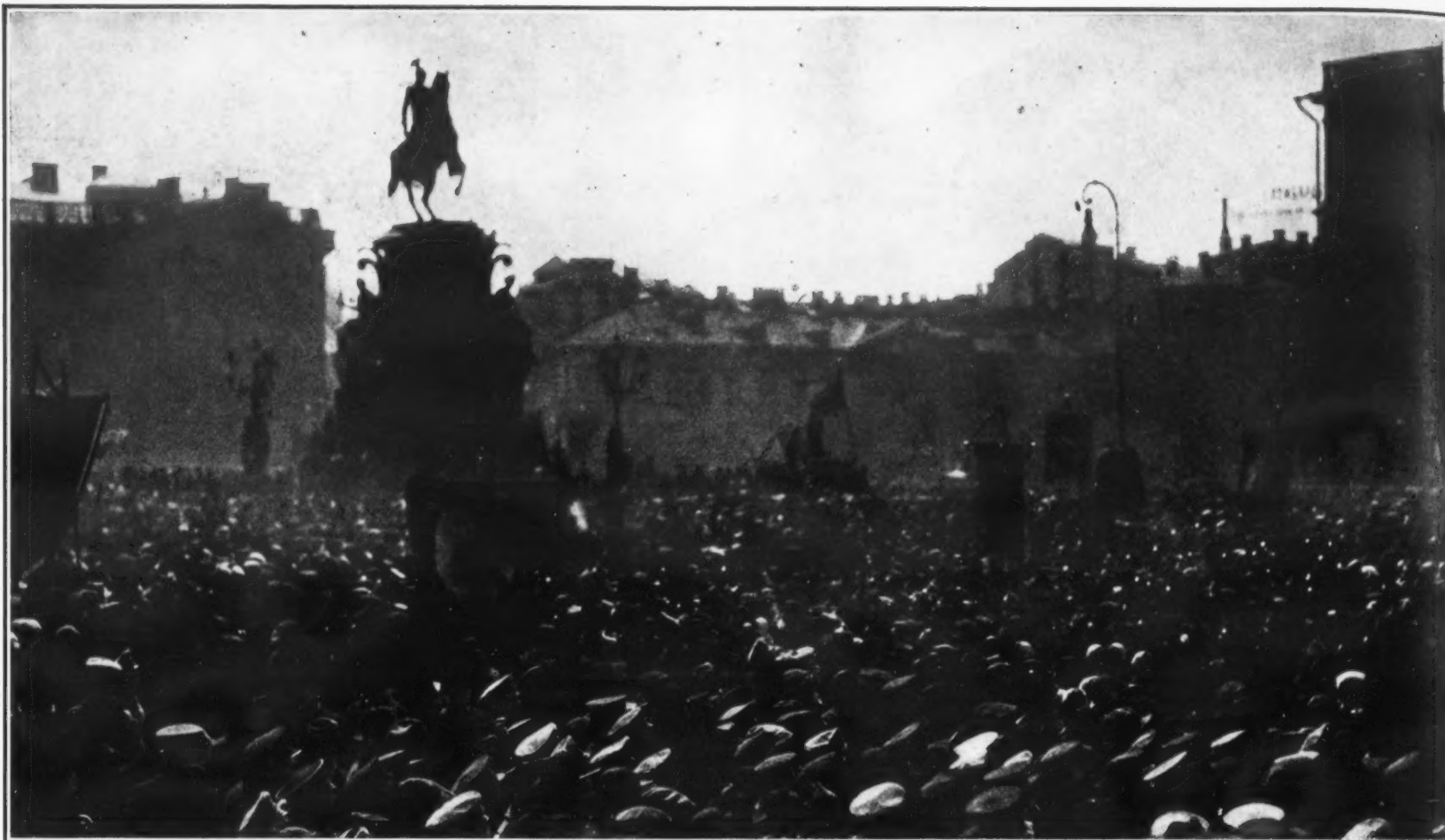
"Well," I answered, "victorious armies have always been made up of just such superstitious Catholics." The pikemen of Charles Martel, the followers of Jeanne d'Arc, the Horsemen of Oliver Cromwell, the Mutiny Victors of Havelock's Army, all these were allied with Unseen Legions. In front of their captains and in front of their generals, it was always the "Comrade in White" who marched at the head of the forces.

Never have I been so distressed over the apparent strength of the Germans, as when on quiet spring nights I have heard them singing where their trenches were near to ours:

"Ein' Feste Berg ist unser Gott," which, in English is "A might fortress is our God."

To hear those strong German voices rising in the

(Continued on page 774)



#### SUNSET IN PETROGRAD

Exclusive photograph by Donald C. Thompson, Staff War Photographer

This unusual picture is symbolic of faction-torn, mystic Russia seething under the dissenting influences which have carried it to the verge of anarchy. Thousands surround the monument, which stands in commemoration of the dynasty which has gone,

listening to the speeches of many prophets, and bearing standards which to the crowd mean Utopia. True friends of Russia hope that strong men may be able to bring about a semblance of national unity to save the new-found freedom which now is in grave peril.



#### THE COSSACK AS LIBERTY'S CHAMPION

Exclusive photograph by Donald C. Thompson, Staff War Photographer

Strange as it may seem, Russian freedom may be saved by the Cossacks, once looked upon as the worst enemies of popular liberty. For though the Cossacks made the overthrow of the Czar possible by espousing the people's cause, they have never lost

their respect for a strong ruler, and the man able to secure a semblance of authority can count on the loyalty of these wonderful soldiers. What Russia most needs today is a strong government to save her from herself and to direct her destiny.

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#### JUST THE USUAL THING

Exclusive Photograph for LESLIE'S by Donald C. Thompson

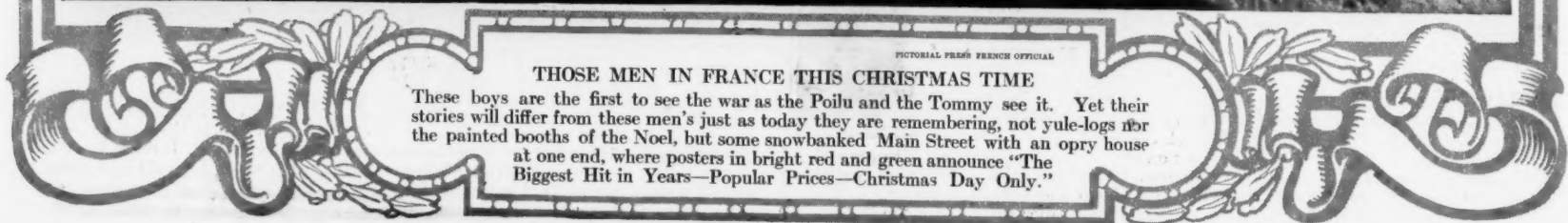
With four governments claiming control, the Bolsheviks, a Cadet Cabinet in Moscow, the rallying Provisional government, and a non-Bolshevik but Socialist government, a riot or two in Petrograd becomes just the usual thing. A motor truck turns its machine gun, and clears a block. Those on the next block don't care. On a recent Sunday in Petrograd, an armored car stopped for lack of petrol, making a fine target for some sailors hidden behind stacks of wood who at once opened with a volley. The cadets in the car replied too sluggishly to keep off one sailor who crept up to the car,

thrust his rifle in through a crack, and fired repeatedly. Other sailors rushed up, smashed the doors, dragged out the cadets, bayoneted them and passed on to other similar victims. The only man in Russia who can rest these days is the ex-Czar—and he's had to suffer the loss of one of the handsomest palaces in Europe. If the Bolsheviks were not such poor shots the Winter Palace, seen in the background, would be in ruins, but when some thousands of sailors fired ten shots from a field gun at a range of 250 yards, only one hit the building, making a hole in a picture, but leaving the frame intact.



#### THOSE MEN IN FRANCE THIS CHRISTMAS TIME

These boys are the first to see the war as the Poilu and the Tommy see it. Yet their stories will differ from these men's just as today they are remembering, not yule-logs nor the painted booths of the Noel, but some snowbanked Main Street with an opry house at one end, where posters in bright red and green announce "The Biggest Hit in Years—Popular Prices—Christmas Day Only."



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# Can We Fly to Victory?

*The Various Schools and Methods of Training Airmen*

By FREDERIC W. ZINN, of the French Aviation Corps

Pictures from Mr. Zinn

## FOURTH INSTALLMENT

EDITOR'S NOTE:—In previous articles Mr. Zinn has told of repeated changes in the popularity of the various airplanes and of the work of the different branches of the service as well as of the values and limitations of aeronautics in war. In this installment Mr. Zinn gives the interesting story of the ways pilots and other members of the aviation service are trained.

FULLY as important as the selection of aviators is the question of training them. There are two general methods that may be employed; the one that is best in a particular case will depend on circumstances. The simplest method is to keep a man in aviation school only till he is able to manage a machine unaided, then send him to the front where he will learn the finer points of the business. This was the system used in England during the earlier part of the war. Their training facilities were limited and the need on the front was great; there was no alternative. As soon as the young pilot arrived at the front he was put with an experienced observer, and assigned to reconnaissance or artillery control. If he survived the experience, and was considered fitted to handle a fast machine, he was given a chance to become a fighting pilot.

The high losses among English pilots at this period were due chiefly to their scanty schooling, but the system had its advantages. What was most important, the troops had the support of the aviation at once, whereas by other slower methods military operations would have been badly hampered for some time to come. This system of elimination by fire, although hard on individuals, worked out to the benefit of the corps; the severe conditions quickly and surely weeded out all but the best, leaving a service of the very highest order.

### The French System

Except in the very beginning, France adopted a wholly different plan of training. Circumstances were more favorable than in England. There were more schools and more instructors, they had the ready-prepared military organization, and climatic conditions were less of a handicap. The rainy, foggy English climate necessitated long and frequent suspensions of training, while in French schools the work could go on winter and summer.

In France the *élève pilotes* are selected from the other branches of the army, preference being given to men who have rendered exceptionally good service, or

who have been wounded. Originally many volunteers came from the classes of 1916 and 1917 before they had been called to the colors; latterly, many men who, through wounds, are wholly unfit for the infantry have volunteered for pilotage. Once they have passed the entrance tests the candidates are sent to a central depot which serves as an equalizer between the supply and the demands that come from the schools as fast as vacancies arise.

The man's stay in the school may be limited to a few days, or it may run into many weeks, depending on the number ahead of him. His time is filled in

work, till eventually the instructor becomes only a passenger. Making a landing is the most difficult thing to be learned, so the work is arranged to get in the greatest possible number; only short trips are made, seldom exceeding ten minutes. One instructor will have a group of ten or a dozen students; while one is flying the others will be watching from the ground. The spirit of competition and the instructor's tendency to favor those who show the most ability, keeps the men on edge and causes them to exert themselves to the utmost.

After some thirty or forty landings, amounting to five or six hours' flight, the student should be able to fly unaided; if not, he is put on probation and given a few more trials, sometimes with another instructor. This is his last chance; if, after eight hours of flight he cannot be trusted alone he is considered too unpromising to be given further training and is dropped from the school.

### The Training Develops

Once able to fly, the student progresses rapidly. He is given a better machine, gradually increases the length and altitude of his flights and learns to do figure eights and to volplane from moderate heights. If he gets this far without serious mishaps he is considered fit to take the tests for his *brevet militaire*, or military license. As a preliminary test, the student mounts to 1,500 feet, stops his motor and spirals down to the landing field. It is essential that he learn this early so he will not be caught unprepared should his motor accidentally stop during a later exercise.

Immediately after he makes his first cross-country flight, a return trip to some other aviation school, sixty or seventy miles away, is made. On the same voyage he may pass his altitude test, i.e., stay at least an hour above 6,000 feet. Next come his "triangles" and cross-country flights with two stops en route.

To prove that he is able to "fly by the map," he is required to make at least two such flights, and sometimes a third voyage with landings at three different points, forty or fifty miles apart. At one time a total of 30 hours' flight was required before a man was given his *brevet*, but that has since been dispensed with. Now, as soon as the tests are finished a man is awarded his license even though he may have gotten through in 20 hours or even less.

### Specialization Begins

Up to this point the training of all pilots is the same. No specialization has been attempted, but careful individual records have been kept with the object of determining each man's capabilities. He is allowed to state his preference for the particular branch of service he wishes to follow, but whether he is assigned to that branch or not will depend on

(Continued on page 768)



One bomb can easily shovel out a hole of this size. Along the borderland of the devastated country such a wrecked town is a common sight. This was doubtless the principal street, with its triumphant statue and its shops, one of which still holds out the sign "Antiques."



A greater volume of artillery fire is controlled by balloons than by aeroplanes, for generally aeroplane observers devote their energies to batteries that are out of view of the balloonists. The balloonists can be depended upon to direct the fire against the primary enemy defenses.

with theoretical courses and practical demonstrations. When he is sent to a school his work begins at once, sometimes on the day he arrives. In France the favorite school machines are Caudrons and Farman.

They have the advantage of being inexpensive and, as the French say, they "forgive much." Their large wing area makes them insensible to small faults of pilotage which would wreck another machine.

### The Student Begins

The system of training the beginners is the same as that used in American schools. The student mounts, with an instructor, in a machine equipped with duplicate controls. At first the instructor does the flying, the student merely keeping his hands on the controls to get the "feel." Gradually the student takes over the



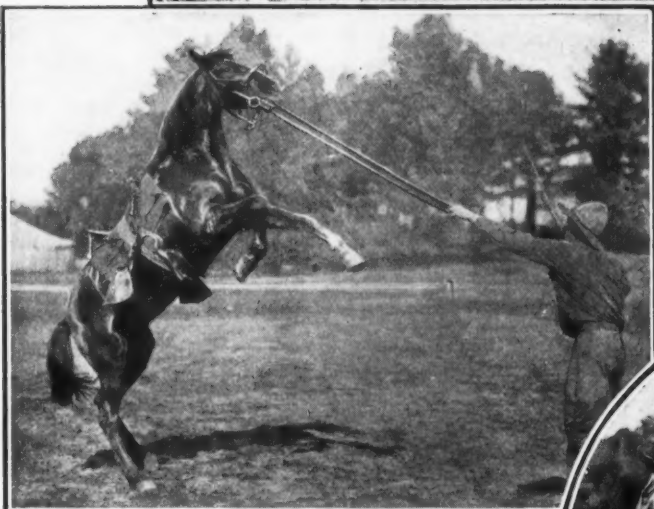
Mr. Zinn, is here shown sitting in the observer's seat of an aeroplane, waiting for the pilot to take the vacant place. The two machine guns, one over his head and the other in front of him, are already fixed for use.



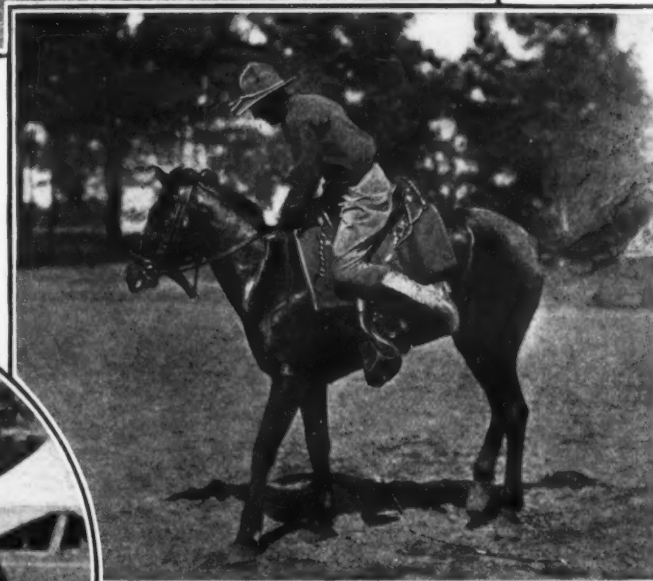


# Boots and Saddles at Camp Hancock

Photographs by JAMES H. HARE  
Staff War Photographer



The routine at Camp Hancock near Augusta, Ga., is much harder work for the men than for the horses. The horses have as a rule, only a two-hour drill in the morning, and in the afternoon they can go it loose in the corral until about four, when they are led into the stables and fed.



Horses have to be trained in these camps to meet every sort of emergency. They must be accustomed to strange noises, to music and the sound of guns, to masses of men, dark nights and silence—one of the hardest lessons.



A soldier has to understand his horse as he would a person, especially in wartime when much strain is put upon the horse. Though a soldier can fight for hours without food, a horse must have time to eat oats and hay.

In open fighting the cavalry is used in battle to break a line and turn the enemy's retreat into rout, or to go ahead of the main army and keep the enemy at a distance.



Notice the man in the cloud of dust crouched under the horse's hoof with a slight chance that it won't kick him. But this training produces a most valuable branch of the service. In Mexico last year, one cavalry troop marched 17 hours over 53 miles and captured a force of Villa's bandits.

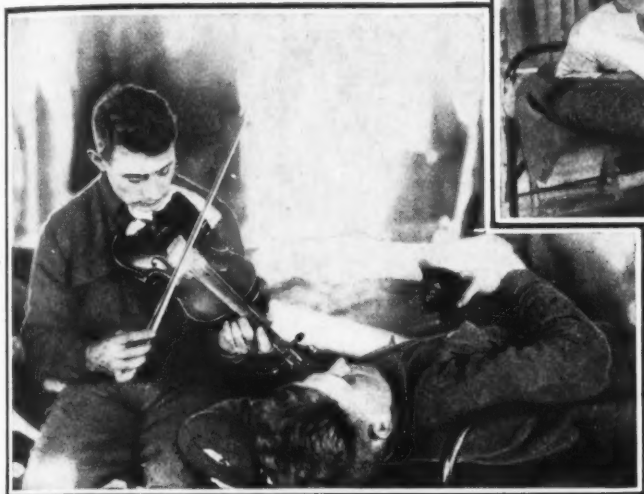


It was estimated early in the war that about one-quarter of the entire number of horses engaged in a campaign would have to be replaced every three months, and at this rate at the end of the war Russia will alone be supplied with them. But hospitals take such good care of them now, that they have been returned to the front for use after having had ten bullets in them.



# This is the National Life

Photograph-Cartoons by EDWIN RALPH ESTEP  
Staff War Photographer



"Play 'Love's Old Sweet Song' once again, kid." Camp Grant, at Rockford, Ill., has no corner on army music masters, but they haven't all the violin soul of this near Ysaye who is seen soothing a mighty warrior into dreamland.



"Dear Gertie—The only kick I got coming on this National Army is that we are still here. Officers from the Regular Army who have seen us perform, say we are *there*. Maybe we are, but we're still here, although the whole bunch is itching to go to France. To-day I almost learned how to ride a horse. If you feel like sending me any more wristlets, send me some cigarettes—I can give them to some of the fellows, all of whom have wristlets."



What would a German private say these days if some one set him up to a noon-day dinner of soup, Irish stew, potatoes, buttered beets, green peas, white bread, butter, marmalade and coffee—with pie to wind up an equally generous supper?



They all want the guns—foot movements are all right in their way, but no calf soldier feels that he has started soldiering until he gets his gun, to have and to hold.



"Get in step, you poor rookie!" Twenty minutes of setting-up exercise before breakfast prevents food waste in the company mess.



Taps—Nine-thirty.  
Only the wrist watch is on the job.

"Dear Sis—Send me some of grandfather's old red unmentionables instead of that 'comfort bag' you wrote about. I can clean my plate with bread crusts and I still have two brushes for my teeth, but it takes rags to keep a gun fit."

Twenty miles is twenty miles, in any army. And its something more than 160 furlongs to this cavalryman whose leatherned leggings yearn for the touch of stirrup straps.



IN an ancient office building in Washington the Railroad War Board has its headquarters. It is, in itself, a huge establishment—clerks and executives and operating sharks and traffic wizards all in a hastily formed but admirably co-ordinated organization. And at the head of the organization, Fairfax Harrison, who is not flinching at the prospect of organizing 250,000 miles of railroad and over 1,750,000 men into a single continental transportation unit—for the period of the war—and perhaps for a considerable period thereafter.

It is a gigantic task, one that takes the full measure of a man to fill it, and that man must be one whose capabilities have been tried and proven. In such a crisis as confronts the country, it is difficult to pick a man satisfactory to the interests most involved, to the tax-paying public and to the Administration. Fairfax Harrison has proven himself as head of the Southern Railway.

The Southern Railway is the main stem of the South. With its head at Washington its many arms reach for long distances—to Atlanta, to Savannah, to Cincinnati, Louisville, St. Louis, Memphis and to New Orleans. It is 7,000 miles of railroad, and today remarkably well-operated railroad. Time was when this was not so. The South was suspicious of its namesake—and many times for good reason. For it is never an easy process to evolve a single great railroad from a group of rival and ambitious smaller lines, oftentimes connecting and co-operating in theory but not in practice. In the case of the Southern the problem was more than ordinarily difficult. The roads that were first built into it were dulled after a quarter of a century of struggle in a land that had been well devastated by war. The capital needed for their upbuilding was not easily forthcoming. And in turn the South suffered because of its lack of railroad facilities.

Even after the Southern came into existence—a little less than twenty-five years ago—the battle was not won nor the problem solved. The new road was a single system, but only in name; the old jealousies still existed. For a time it seemed as if the road could not stand. Men came and men went. It was hard work for the single-unit idea to take hold. Gradually it did. Progress began. And then came the day—in the fall of 1913—when a new president was announced for the property. And the wise men of the South, knowing him, said:

"At last, the Southern has come into its own."

#### A Name That Meant Something

The new president was Fairfax Harrison and his very name was half the battle fought. Tradition, good blood and old blood—how it all does count south of the Potomac! Harrison's father had been private secretary to President Jefferson Davis—think of what that meant to a land which even today lives in the memories of "the four years." And his mother, Mrs. Burton Harrison, is one of the few really distinguished women in the short annals of our American literature. No wonder then that the son writes easily and fluently—that the annual reports of the Southern Railway are documents which for exquisite literary style are without peer in the commercial annals of the land.

Nor does the pen of Fairfax Harrison stop at English facility. If the man were not a railroader, and a very great railroader at that, he might have become an American Macaulay or Bagehot. He is, unquestionably, the finest Greek and Latin scholar among the big business men of this country. He has translated Cato's "Farm Management" into a little book for private distribution, which is a real treasure. It has style, it has charm. And because Harrison is a genuine and a very practical farmer its footnotes are not the least interesting part of the volume. The one on the curing of Virginia ham is, in itself, a classic. And it is typical of the man that the book is signed, not with his own name, but "by a Virginia farmer."

#### Starts at the Law

Out from Yale in the class of 1890, at the age of twenty-one years, Harrison found himself studying and practicing law in one of the big firms in downtown New York which make a specialty of steering railroads and other corporate interests through the increasing difficulties which surround them. Law was as dry as dust to him. But railroading, with its sweep and scope, its intricacies and its fascinating problems was quite another thing. And to enter railroading with a taste almost inborn for the business and to add to that the hard legal knowledge so necessary to it in these strenuous days—Harrison knew that he had the equipment. Others knew it too. Therefore, it was not a difficult matter to step into the official staff of the Southern—a road which appealed to him through its location, whose

# Men Who Are Winning the War

*Fairfax Harrison, an Able Lawyer, an Efficient Railroad Executive, a Natural Selection as Head of the Railroad War Board*

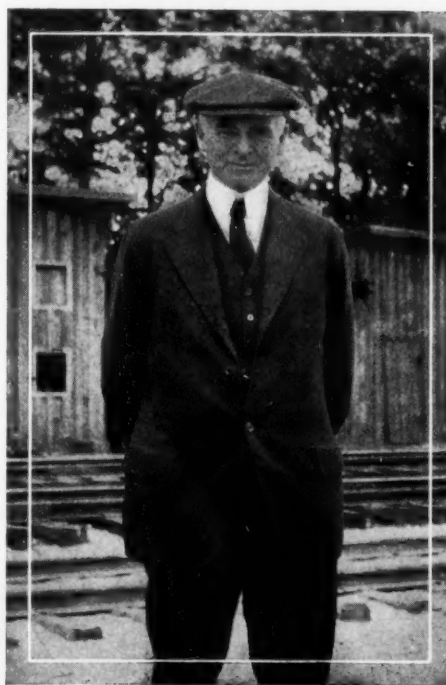
By EDWARD HUNGERFORD

future he was most anxious to have a hand in forming.

He became vice-president of the Southern in 1906, and held that position four years; a long enough time to enable him to make a study of the property



FAIRFAX HARRISON



Because Fairfax Harrison knew his Road from first-hand working observation, its needs and its operators, and the country through which it passed, he made it the success it is to-day and incidentally fitted himself for taking care of the country's greatest war problem.

and its organization, in his usually thorough and detailed way. Afterward he became president of the Monon—a road owned jointly by the Southern and the Louisville & Nashville and held by them as an entrance from Louisville to Chicago. For three years he headed the Monon—and in those years the road enjoyed a prosperity it had not known before. And then he became president of the great Southern. There was genuine rejoicing not only among the old-time aristocracy below Mason & Dixon's line but also among the solid-headed business men who were devoting themselves to the re-

juvenation and upbuilding of the South.

For Harrison's record had begun to speak for itself. It has continued to speak for itself ever since he took the rudder of the Southern. The great work of double-tracking and realigning the main line of the road begun by a distinguished earlier president of the road—Samuel Spencer—he has carried forward to completion. The troops that slipped down into the camps and cantonments of the Southeast during the past few weeks rode over a main-line that stretches from Washington to Atlanta and today is completely double-tracked—save for a few inconsequential links which will be finished within the next few months. The double-tracking of that main stem has been far more than merely laying down two rails beside the existing and original line. In the parlance of the engineers it has been heavy work. For the line as it approaches Atlanta traverses a semi-mountainous country. The original road—the one-time Charlotte and Atlanta air-line—was economically built. Which means that it was not economical to operate, with its sharp curves and its difficult grades.

The new line goes through those hills—if not as straight as an arrow, still straight enough and level enough to mean an easy swing for the passenger trains and an economical pull for the freighters. That has meant heavy work. It has meant the carving of deep cuts and the building up of huge embankments, the fabrication of huge bridges—bridges high and bridges long. The cost? Of course it has cost. It has cost \$40,000,000 to reconstruct and build the first double-track railroad from Washington down to Atlanta—in the heart of the old South. But it is not the cost; it is the fact that the president of the Southern had foresight; that the new main stem of the South was practically finished and entirely ready for the wartime burden that was so unexpectedly thrust upon it. The value of such preparedness is not to be expressed in any mere \$40,000,000.

#### Heads the War Board

It would seem to follow almost as a matter of course that any man with such a practical notion of preparedness should be made Chairman of the War Board of the Railroads. That War Board is one of the most interesting of all the emergency organizations that have sprung up in Washington within the last six months—important because it holds in the hollow of its hand the destinies and the operating control of almost every mile of the 275,000 miles of the United States of America. The value of the railroad to this country in time of peace it is not necessary to show here, nor its vastly greater value in time of war. President Wilson recognized that value when he selected an expert railroader—Daniel Willard—first as a member and then as Chairman of his vastly important Advisory Council of National Defense. And the railroads, on their part, recognized it when they organized their War Board and placed in its hands the operating control of all their properties; creating in effect a single continental railroad system, for the duration of the war at least.

Technically the War Board is the War Defense Committee of the American Railway Association. It has as its members, in addition to Mr. Harrison, Hale Holden, president of the Chicago, Burlington & Quincy; Julius Kruttschnitt, chairman of the Executive Committee of the Southern Pacific; Samuel Rea, president of the Pennsylvania, and Howard Elliott, until recently president of the New York, New Haven & Hartford Railroad. Its operation divides, both geographically and functionally, into subcommittees, also composed of railroad executives and located in the various corners of the land, and into other subcommittees having in their care such important functions as car service, military operation, government accounting, military tariffs, express service and the like. Its powers are sweeping. And by the exercise of them it has accomplished wonders in the transportation service of America. With practically no increase in equipment the railroads of the United States have handled fourteen per cent. more traffic in the six months that the War Board has been in existence than in the same six months of

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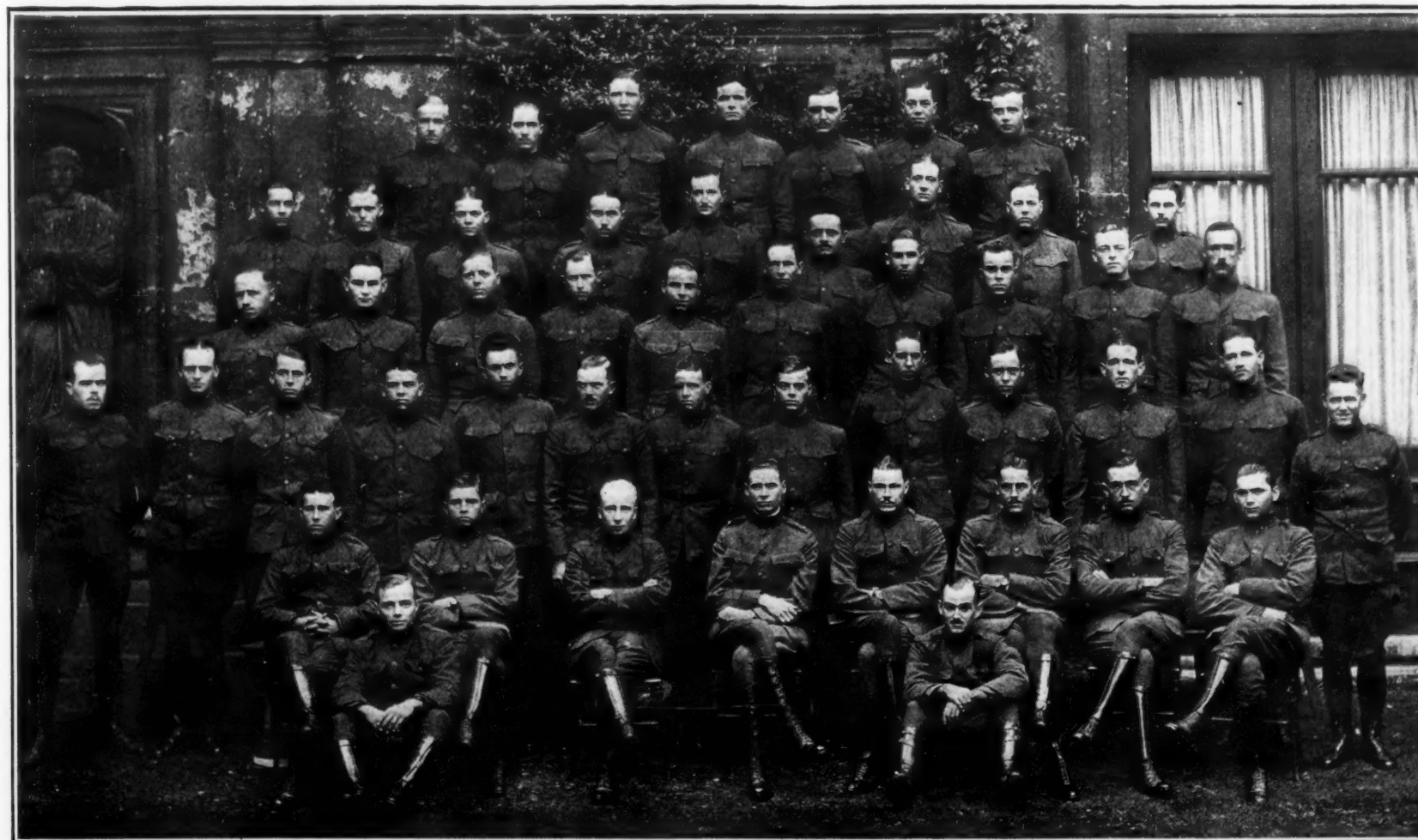


#### THE HOME TOWN GANG IN FRANCE

If you want to know all the things that a rest can mean to a man—join the army. The boys in France leave their billets at seven in the morning, walk anywhere from six to twelve miles to the drill ground, and work till half past four in the afternoon,

when they "hike home" unless practice in night trench warfare keeps them going till ten or eleven o'clock. These men are some of those who have already been under the barrage of the Germans in actual fighting. They are splendidly equipped and armed.

PICTORIAL PRESS FRENCH OFFICIAL



#### AMERICAN AVIATORS AT OXFORD

Here is the Aviation Section, Signal Enlisted Reserve Corps, of the American Expeditionary Force, which is in training at Oxford, England. These men make up the first American detachment to be trained in the Royal Flying Corps. First Lieutenant Jeffery

Dwyer, the commander, sits in the bottom row, fourth from the left. This picture is of particular interest as it shows the splendid types of Americans being trained for the flying service. In a few months hundreds of these men will take the field.



## CHRISTMAS—1917

I saw the Kaiser standing  
In the tides of human dead,  
I asked:

"Do these not daunt you?  
"In the night time do they haunt you?"  
And I thought the Kaiser said:

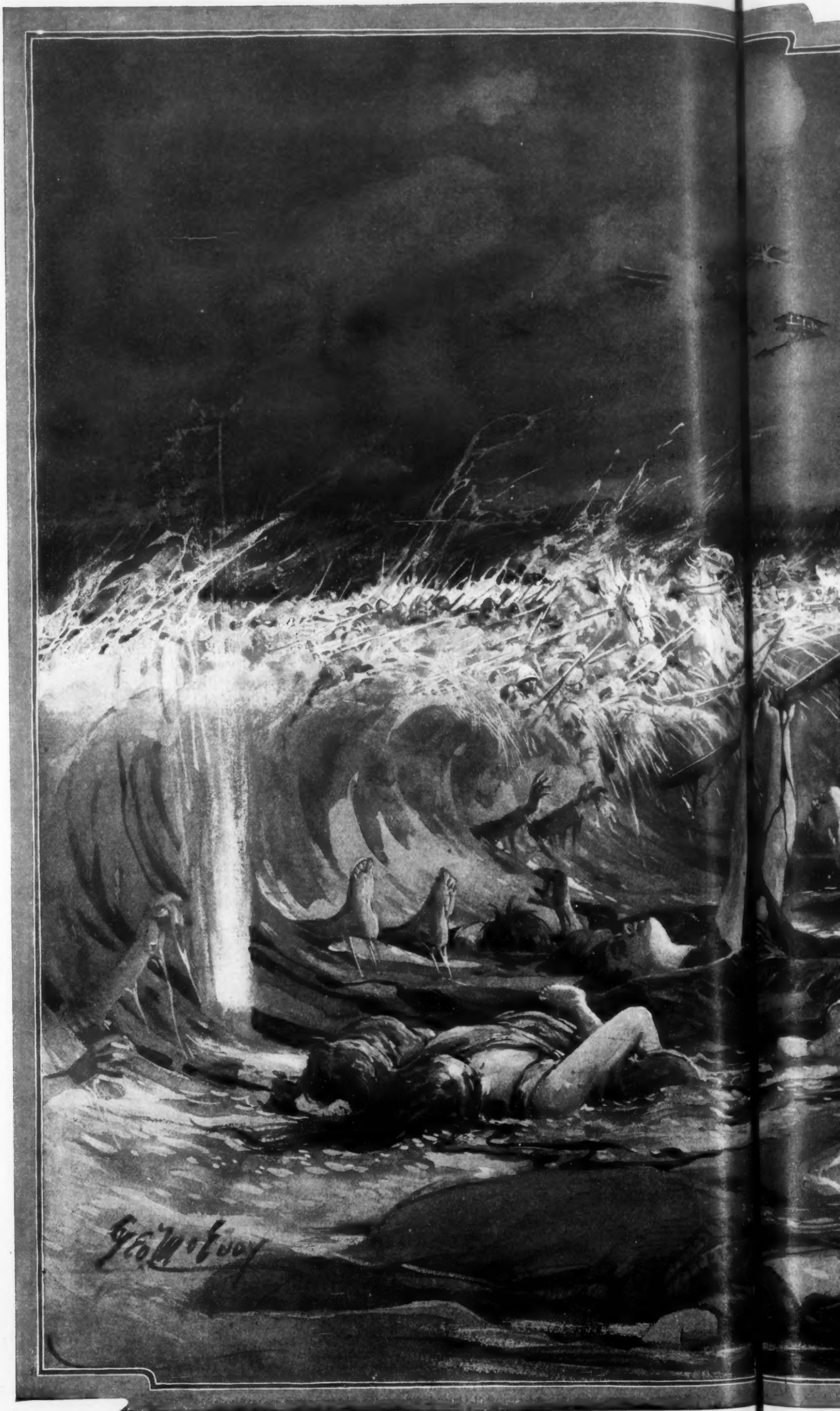
"It's not the rise of the tide  
"Nor the surge of the sea  
"But the undertow I dread."

I saw the Kaiser battling  
In a world-wide sea of red.  
I asked:

"Does this not, fright you?  
"Nor the endless carnage blight you?"  
And I thought the Kaiser said:

"It's not the surge of the sea  
"Nor the rise of the tide  
"But the undertow I dread."

PAUL HAYDEN.







Drawn for LESLIE'S by George McEvoy



# Kicking Goals for Uncle Sam

By EDWIN A. GOEWEY

"GIVE us football players and football players—and then more football players."

That was the prayer of the men upon whose shoulders was placed the tremendous responsibility of building up a great army and navy when it became certain that the United States would be compelled to enter the lists against Germany.

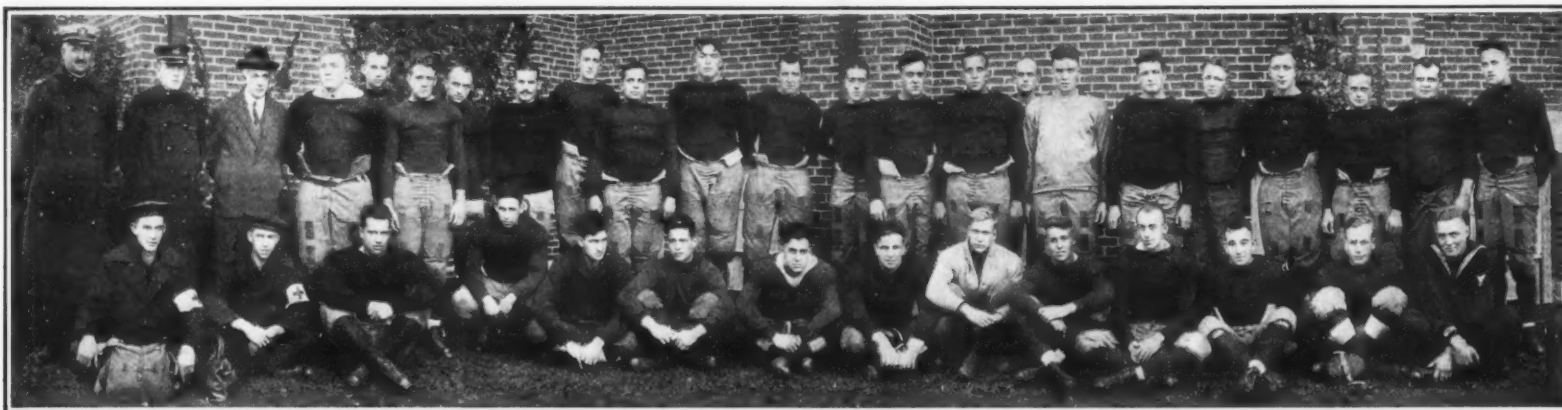
To be sure men who had shown proficiency in other forms of athletics were welcomed with open arms, for most of those in authority knew and understood what the appearance of our men and boys upon the battlefields of Europe would mean, and that it was essential to build up the new fighting forces with those physically the fittest and most capable of standing the strain and hardships they were certain to encounter.



The United States Marine Corps football team from the Mare Island, Calif., training station has made a name for itself. This crack eleven has trounced the best independent and college teams in the West. Not once has their goal-line been crossed, the only score against them being registered by a kick from the field. The sea-soldiers have developed themselves without the assistance of a coach. All of them are college men of gridiron fame. Corporal Johnny Beckett, who pilots the eleven and directs its practice, was formerly captain of the Oregon College football squad. The average age of the Marine football players is 23 years. The weight is a trifle over 180 pounds. Reading from left to right they are: Hobson, right end; Bailey, right tackle; Hall, right guard; Cushman, center; Ridderhoff, left guard; Beckett (captain), left tackle; Mitchell, left end. Backfield (left to right): Gardner, right half; Molthen, left half; Huntington, fullback; Brown, quarterback.

to be launched against the enemy.

As one officer detailed to supervise a great part of the recruiting work in the early months of the war stated: "If the United States could send an army of football players to the battlefields 'over there,' it would show the Germans more real fighting in six months than they have encountered in the last three years. Football, next to baseball, is this nation's most popular sport. Almost every schoolboy plays it. Assuming that a million men will be our first contribution to assist the Allies, probably eighty per cent. of them will have played football at some time or other. A majority of those rejected will include the men who never engaged in this pastime. And 800,000 men who have been through a few years of grid-



"Kewpie" Black of Yale leads the greatest eleven in gridiron history according to the men of the Second Naval District at Newport, R. I. Standing, from left to right—Lieut. Orson D. Munn, athletic officer; Warrant Machinist Overlock, manager; Dr. Wm. T. Bull, head coach; Schlacter, guard (Syracuse); Smart, fullback (Torpedo Station, U. S. N.); Strong, tackle or guard (Rutgers); Pennock, halfback (Pennsylvania); Eberstadt, halfback (Princeton); Burns, end (Dartmouth); R. Dunn, guard (Michigan); Head, guard; Murphy, end (Wesleyan); Gerrish, halfback (Dartmouth); Paisley, tackle (Michigan); G. Dunn, tackle (Michigan); Trier, tackle (Dartmouth); Williams, end or fullback (Fordham); Callahan, center (Yale); Luckock, center (Torpedo Station, U. S. N.); Gardiner, half-

back (Nebraska); Schlichter, halfback (Cornell); Black, guard (Yale); Barrett, halfback (Cornell). Sitting, left to right—Vineyard and Gallagher (Hospital Apprentices); Grotomat, guard (Colgate); Musk, quarterback (Stevens); Morse, end (Torpedo Station, U. S. N.); Fassino, tackle (Torpedo Station, U. S. N.); Herbert, halfback (Torpedo Station); Schmidt, guard (Torpedo Station); Michaels, tackle (Torpedo Station, U. S. N.); Green, end (Dartmouth); Hite, quarterback (University of Kentucky); Sweetland, halfback (Washington and Lee, Fordham); Wolters, halfback (Torpedo Station); French, halfback. Schlacter, Gerrish, Black, Hite and Barrett were picked by Camp for the All-American team, while all the others were stars on college teams. All are now enlisted.

Be it said to the everlasting credit of the athletes of the world's greatest republic that, when the call came for volunteers to bear arms under the Stars and Stripes for the cause of humanity, they rose to the occasion, practically to a man, willing and eager to follow where Uncle Sam should lead. Universities and schools, great and small, rushed their physically best into the various branches of the service, and thousands upon thousands of those who had retired upon their laurels from track and field quickly put aside their business duties, stepped to the front and donned the khaki or the blue, prepared to give their all until the brutal Hun was brought to his knees. It was a mighty and spontaneous outpouring of the finest of young American manhood, and into the aviation corps, the army, the navy and the ambulance service these fellows of exceptional physical prowess made their way.

When the nation's football heroes of both the near and the more distant past began flocking to the colors, the exceptional abilities which they brought with

them were recognized instantly, and a special drive was made by the authorities to get as many more of them as possible in a short space of time, that they might be among the first of the volunteer forces

iron warfare will be splendidly fortified for the work they will be called upon to perform as warriors in the greater struggle."

Beyond question, football is the most warlike of all sports. No other form of athletics brings out a similar fighting spirit, the same intense desire to conquer, the fierce bodily contact, the gameness and ability to withstand physical punishment which football does. Any man who has played on a college team remembers what victory to him meant. To obtain it he was willing to go to any lengths, to accept hurts, risk his neck and to fight on, even with broken bones. How often have players concealed injuries for fear the coaches would remove them from the fray. Danger soon meant but little to them, their ability to think and act quickly was sharpened and no boy who wasn't game could remain long on a football squad.

When the story of this titanic struggle finally is inscribed upon the pages of history it will be

(Continued on page 771)



A national army squad at Camp Dix, Wrightstown, N. J., where scores of all-college stars are in training.



# THE ROLL OF HONOR



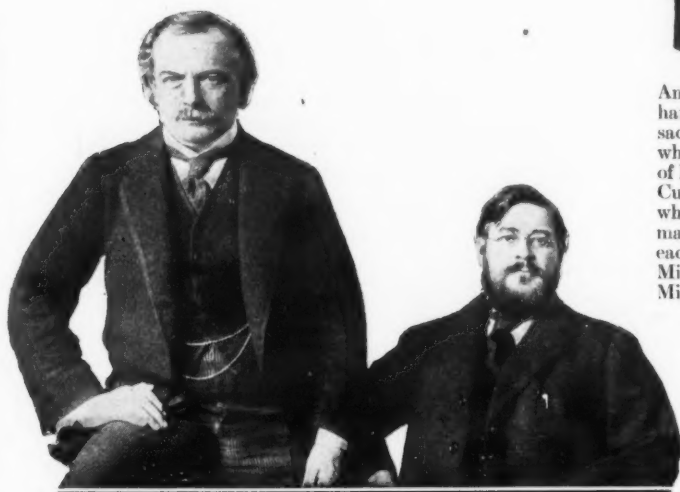
Not content with the distinction that comes of being the mother of 19 children, Mrs. S. Jensen, of Tacoma, Washington, is proud of the fact that four of her sons are fighting for the cause of freedom. One of her boys joined the Canadians before we entered the conflict, and is driving a British tank on the western front.



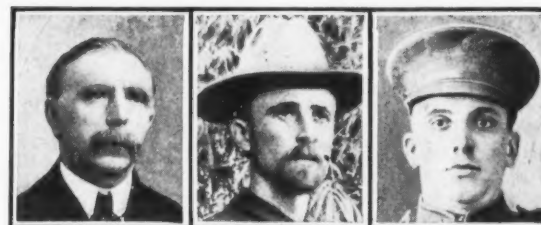
America is already learning the hardships and satisfaction of sacrifice. None is prouder of what she has offered on the altar of liberty than is Mrs. Theresa Cunningham, of Cincinnati, who displays her service flag marked with four stars, one for each of her four sons, Edward, Michael, Robert and James. Michael is already on the firing line, Edward is on the destroyer *Henkins*, living in the hope of potting a submarine, while the other two boys are in army camps.



East Tennessee is proud of its record for service in previous wars, particularly of the fact that it furnished 32,000 soldiers to the Federal Army in 1861-65. So far it has furnished more than its quota for service in France in the World War. The patriotism of the section is well represented in P. D. Doyle, of Knoxville, Tennessee, who hopes to serve his country at the front, with his four sons, already in the army.



David Lloyd George, England's Prime Minister, and leading war spirit in England, who ranks perhaps next to Kitchener in the hearts of the Empire, whose quick action in centralizing and co-operating the war work of the Allies was the biggest factor in bringing aid to Italy after the disastrous drive of the Germans over the Alps. With Lloyd George is M. Thomas, a French statesman.



JOHN E. SCHIER

RUDOLPH W. SCHIER

WILLIAM R. REDFERN

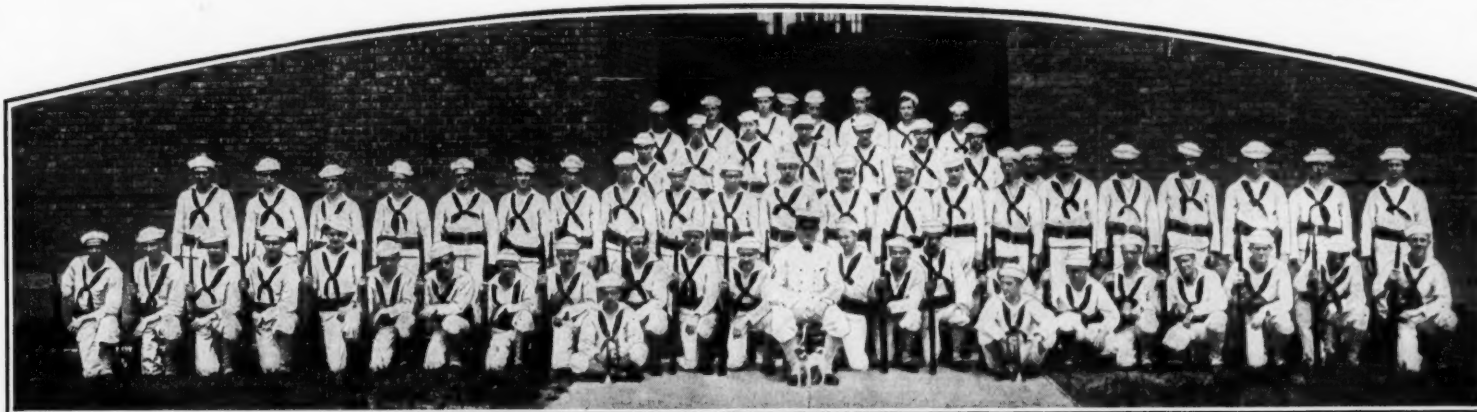


JOHN E. SCHIER, Jr.

ALFRED SCHIER

WILLIAM A. SCHIER

Mr. and Mrs. John E. Schier, of Chicago, Ill., although of German birth, have five children serving the colors. Rudolph W. Schier, the oldest son, is a mountain scout in the Philippines; Alfred H. Schier, with the 2nd Regiment of Engineers, is sergeant; William A. Schier, who served four years on the U. S. S. *Arkansas*, and John E. Schier, Jr., who served four years on the battleship *New York*, await the second call to service. William R. Redfern, Mrs. Schier's son by a former marriage, is in the signal corps at San Diego, Cal.



One officer and twenty men in this group, which shows the crew of the U. S. patrol boat *Alcedo*, were lost when the ship was sunk in foreign waters by a German submarine on November 6th. The *Alcedo*, a converted yacht, sold

to the government by G. W. Childs Drexel, is the second patrol boat lost abroad, but the first sunk by a submarine. The first patrol was lost on October 4th, but no loss of life was reported in connection with its sinkings.

**R** EPORTS sent to the State Department from neutral countries say that Berlin expects Italy to collapse in a few weeks and become, like Russia, a passive and harmless enemy. The Kaiser's government will then mass its entire strength against the Allies on the western front. Germany is confident that America cannot put more than four or five hundred thousand men in France in time for the next campaign. With Italy and Russia out of the way, the Germans feel that they can "spot" the Allies a force of less than half a million Americans and end the conflict before another winter arrives. This may sound convincing in the Fatherland, but it is not based on facts. Even if the Slavs and Latins are eliminated from the war next spring, which is very improbable, the Hindenburg line will not find a defense against Allied attacks as easy as Germany pretends to believe. The Washington War Department will have an army of at least a million trained men in the trenches before the coming summer. This army will be equipped with the best artillery and the greatest supply of munitions ever prepared for a similar number of men. It will have a fleet of from ten to twenty thousand aeroplanes to protect it from enemy observation. And this fresh army, added to the British and French millions, will give Germany's tired and underfed veterans good reason to know that a new flag has been added to the battle-front. Long before Italy suffered her first reverse, American army officers just back from the trenches staked their reputations on the statement that the war would be won on the western front and that the United States would play a big rôle next summer in the drive that Berlin fears.

#### When Peace Is a Hardship

**T**HE existing relations between the United States and Austria-Hungary are exceedingly embarrassing to the American Government. For once in its history this country would rather fight a great nation than remain at peace with her. If, in consequence of the assistance America is giving Italy, Austria should declare war against the United States, official Washington would breathe a sigh of relief. This country apparently has no excuse for a declaration of war. At the time of the Ancona incident, Vienna pledged her word to respect President Wilson's ruling on the submarine question. That pledge seems to have been kept. In the meantime, however, the State Department is embarrassed by the fact that this Government is technically at peace with the relentless foe of England, France, Russia and Italy. The Secret Service of the Department of Justice is even more embarrassed by an impossible status quo. America's allies are urging President Wilson to declare war against Austria and the American Government finds itself seriously handicapped by the fact that a war footing does not exist. It is an extraordinary situation, but the solution seems to be up to Vienna.

#### The Fight for the Next Senate

**R** ECENT elections have brought to the front once more the question of political control of Congress during the last two years of President Wilson's administration. Swift changes of sentiment throughout the country create possibilities for the future of the House of Representatives that defy estimates. Speculation therefore centers on the Senate that will come into existence on March 4, 1919. At the beginning of the extra session of the sixty-fifth Congress last April there were 212 Democrats, 213 Republicans and 7 Independents in the lower house. An alliance with the Independents gave the Democrats control. The Senate classification was 54 Democrats, 41 Republicans and 1 Independent. The death of Senator Lane of Oregon and the appointment of Charles L. McNary, a Republican, as his successor, cut down the Democratic majority to ten. It is the possibility of eliminating this majority in next November's elections that came up for debate in Republican circles when Paul O. Husting, Democratic senator from Wisconsin, was accidentally killed a few weeks ago. The terms of 32 members of the Senate will expire on March 3, 1919. Their successors must be elected next year. Nineteen of this number are Democrats. It is obvious, therefore, that Republicans must replace at least six of these Democrats if control of the upper house of Congress

# Where the War Will Be Won

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.



is to pass from the Administration. Senators Bankhead of Alabama, Hardwick of Georgia, Hollis of New Hampshire, Hughes of New Jersey, James of Kentucky, Lewis of Illinois, Martin of Virginia, Owen of Oklahoma, Ransdell of Louisiana, Robinson of Arkansas, Saulsbury of Delaware, Shafroth of Colorado, Sheppard of Texas, Shields of Tennessee, Simmons of North Carolina, Thompson of Kansas, Tillman of South Carolina and Vardaman of Mississippi are the Democrats of the upper house who must stand for re-election within a year. Ten of this number are from Southern States and may be eliminated from consideration. Two others—Owen of Oklahoma and Robinson of Arkansas—are certain to succeed themselves or be succeeded by Democrats. Therefore, the Republicans must re-elect their thirteen representatives in the treaty-making body and defeat six of the seven Democrats in the doubtful class to wrest control of the Senate from the party now in power.

#### A Lesson from the Indians

**G**ERMANY has sent her children to the forests for oils that are badly needed in the Fatherland. Mere tots are employed to pick up beech nuts, which are rich in nutritious qualities vital to the health of the nation. If America is ever compelled by a great food shortage to return to nature, the present inhabitants of the United States will do well, according to the Forest Service of the Department of Agriculture, to take a lesson from the original

owners of the soil. The forests of this country offer an amazing variety of edibles. America's beechnuts, butternuts, walnuts, chestnuts, pecans, chinquapins and hazelnuts are toothsome, highly nutritious and may be used as a substitute for meat. The Indians, according to Forest Service experts, mixed chestnuts with cornmeal and made a bread which was baked in corn husks, like tomatos. Our Redskin predecessors also manufactured a flour from the fruit of the oak. They pounded the acorns and leached out the tannin by treating the pulp with hot water. The result was a palatable and nourishing bread. Pine seeds, wild persimmon, wild crab-apples, elderberries, blackberries, mulberries, June berries, buds of the Judas tree and pods of the honey locust, cabbage palmetto, mesquite and sassafras are excellent substitutes for cultivated fruits and vegetables. Nature is so prodigal of her riches in this country that America can never be starved to death by an "iron ring."

#### Good Jobs Go Begging

**T**HE most surprising feature of our preparations for war is the apparent reluctance of young American physicians to volunteer for the Medical Officers' Reserve Corps. The War Department estimates a need of 21,000 men for hospital service. Seventeen thousand, five hundred physicians have been recommended for commissions, but, up to October 12, 1917, about 1,200 of this number had declined to accept the commissions offered to them. Two hundred of those who were willing to go to the front had to be discharged because of physical disqualifications or for other reasons. Consequently there is a shortage of several thousand men in the Medical Reserve Corps. Here is a curious situation. The army offers physicians the right to wear the uniform of an officer, an opportunity to gain invaluable experience in the field hospitals and incomes larger than the average physician's earnings. Fear of danger cannot enter into the problem. The total casualties among medical officers of the Allied armies on the western front from the beginning of the war to June 25, 1917, was 195 killed, 707 wounded and 62 deaths from disease. These figures, compared with the number of physicians employed at the front, prove that the medical officers' work behind the trenches is scarcely more hazardous than the ordinary risks of civil life. Quite aside from the question of patriotism, it is impossible to understand why medical corps commissions are going begging.

#### Why Your Train Was Late

**"T**HE King's business" is a phrase that has given couriers in the old world the right of way for many centuries. An equally terse statement may be offered by American railroads for the delays of passenger and freight trains in the last few months. During the first period of the war, up to and including October 30, a total of 112,469 cars containing Government supplies had been hauled from every section of the United States to various designated points. The 16 National Army cantonments required 74,277; the 16 National Guard camps, 28,335; the 13 aviation training camps, 6,818; all other camps, 1,984; the Quartermasters' Training Camp, 577, and the various ordnance, food, Council of National Defense and army annex buildings demanded and received 478 railway cars of every character. Some idea of what such a drain on the available car supply means may be obtained by an analysis of the figures. Thirty cars are supposed to make up one train. Therefore, 3748 trains are represented in the total number of cars utilized for Government work up to the present month. The average length of the cars was approximately 40 feet. This means that the shipments, if sent at one time, would have required a train long enough to reach from New York to Chicago. The engine of such a train, sent from New York to the South, would arrive in Jacksonville, Florida, a few minutes after the caboose passed through Philadelphia. The cars and engines would fill four tracks between New York and Boston, or monopolize all space on a double-track system between Boston and Washington. The train would be longer than the distance between Berlin and London. In view of these figures it is not surprising that Americans have been annoyed by upset train schedules since the United States diverted its genius for business to the conduct of war.



# Put your Motoring on a War Basis with the Franklin Car

SOME people think they can solve the thrift question by talking about it. The war situation is actual and real. Every man feels it is his duty to help the country, but he tells you what the Government ought to do instead of taking the first practical step—meeting the plain facts in the things close at hand; things he buys and uses and pays to maintain.

Gasoline and rubber are prime necessities of War. Yet many a car owner who talks thrift is actually destroying *fifty per cent. more* of these commodities than his motoring should require.

## War Time Activity Demands Economy in Motor Car Operation

Ask the man who gets eight, ten or twelve miles to the gallon of gasoline and five or six thousand miles to the set of tires. He probably has the feeling—almost the conviction—that he can do better with the Franklin, but it is easier to close his eyes to the facts and wonder whether the Franklin's record for gasoline and tire saving is really and actually true.

He does not *investigate*—he takes refuge in general doubt.

Another way he has of side stepping the issue is to argue that in these days it is better economy to hang on to his old car. He knows how wasteful it is to run, yet he overlooks the fact that the Franklin saving in gasoline, tires and oil would more than carry his *investment* in a Franklin Car.

Perhaps he says he will meet conditions by using his car less. He forgets that while the average car is standing idle its *depreciation* offsets any reduction in running expense he could make.

He ought to see that it is true conservation for him to put his motoring on a War basis *now*; clean up his old car proposition; take a fresh start and get an automobile that actually fits conditions as they are *today*.

War time thrift and economy are possible to every motorist without reducing his mileage or curtailing the use of his car. War time activity makes this fact of vital interest. Thousands of men are finding increased demands upon their time and more work for their automobile.

## Franklin Holds World's Records for Thrift and Efficiency

The Thrift and Efficiency Standards of the Franklin Car are matters of public record.

On May 1st, 1914, 94 Franklin cars in all parts of the country averaged 32.8 miles to the gallon of gasoline.

On May 1st, 1915, 137 Franklin cars averaged 32.1 miles to the gallon.

While July 13th, 1917, 179 Franklin cars established the remarkable average of *40.3 miles to the single gallon of gasoline*.

All records under Standard Efficiency Test Rules.

In the Yale University Fuel Economy Test, Professor Lockwood and Arthur B. Browne, M.E. established the fact that the Franklin Car uses *less* gasoline per mile than any other car with six or more cylinders.

On November 17th, 1915, a Franklin Car covered 1046 miles on a single gallon of oil—a run from New York to Chicago.

## Right Now Is the Time for All Motorists to Investigate the Franklin

Franklin Economy and Efficiency as demonstrated by these records of low gasoline consumption continue, throughout the car. Franklin owners' individual *tire mileage reports*, for instance, over a period of five years, give a national average of 10,203 miles to the set.

The *value of the Franklin Car as an investment* is clearly shown every time you find a used Franklin for sale. It brings a 20% higher price than any other fine car in proportion to its first cost and the use it had. The time is close at hand when the motorist must choose between a restricted use of his car or meeting conditions in a *constructive way* with the economical Franklin.

Touring Car . . . . .	2280 lbs.	\$2050
Cabriolet . . . . .	2485 lbs.	2850
Town Car . . . . .	2610 lbs.	3200
Runabout . . . . .	2160 lbs.	2000
Sedan . . . . .	2610 lbs.	2950
Limousine . . . . .	2620 lbs.	3200
Four-passenger Roadster .	2280 lbs.	2050
Brougham . . . . .	2575 lbs.	2900

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# Men Who Are Winning the War

(Continued from page 758)

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1916—and 1916 was a record-breaking year in freight traffic. In addition they have moved, during September and October of this year, over 1,000,000 soldiers and all their munitions and appurtenances—without a serious accident to one of them and without the tremendous delays that attended the movement of much smaller armies during the Spanish-American war. Nor is this all. During this time the railroads have, by voluntary enlistment, raised nine regiments of approximately 2,000 men each to build and operate the new United States military railroad in France and are preparing to send over another force, at least as large, if not larger. Many of their men also enlisted in the volunteer service of the Government and they have given generously to the draft. All of which has tremendously complicated their job and rendered their success with it all the more impressive. Their War Board is entitled to a good deal more than a conventional vote of thanks.

#### "Too Much Indian"

"I think that I have too much Indian in me," Harrison told one of his associate officers when first he came to the presidency of the Southern. By that he meant that he was not enough of what the world knows these days as a "mixer." He has long since overcome that defect; if you are willing to admit that it is a defect. There is hardly a man on the Southern—from trainmaster or superintendent up—that he does not know by his first name—and call by his first name. He is a keen student of men. And he has the valuable faculty of being able to put his study to real service.

On the Southern the Order of the Red Spot reigns. And if you have never heard of that particular fraternal organization, know now that it is an honor organization not among men so much as among locomotives. It is by no means common to all good railroads, but it does exist upon a number of extremely well-operated ones. The Order of the Red Spot is not a complicated matter. Any engineer who maintains his locomotive to and above a certain standard of cleanliness and excellence is entitled to membership. And his membership is shown to all the world in a bright red number-plate on the boiler-head of his engine. It is, of course, necessary to arrange that the same engine-crew shall be given one designated locomotive. But this is not difficult to arrange. And the results achieved more than compensate.

#### Pride in One's Work

If the Red Spot partnership between the engine and the man at her throttle continues and improves, some bright morning that man finds his name lettered upon his cab—just where, in the days of the old wood-burners, they used to put the names of the president or the directors of the road or some reigning political celebrity. There is a lot more of sentiment about putting a veteran faithful engineer's name there. And it is good business, too. An engine-man down on the Columbia division of the Southern ran his critter so well that for nearly seven years she never went into the back-shop for repairs—which is a whole whale of a record.

These are the things that a study of men brings. They are the things that far too many modern railroads are missing completely. About a year ago Harrison took his car and went down from Washington over the main stem of the railroad that he heads. He stopped for a day at each of the road's chief operating points. The older men of the nearby divisions were gathered there and to each man who had been with the Southern for twenty-five years there was given a

bronze medal commemorating that fact. There were many of these. And some of them were black. And one of them was a negro who had worked in the Selma shops of the company for fifty-eight years. He had entered them in the days of slavery, being sold outright to the old Alabama & Tennessee Railroad and put to work in its shops.

Do these things count? Rather! A little more than a year ago great mid-summer storms leaving vast floods in their wake swept the South. They carried out many miles of highroads and of railroads; of buildings and of bridges. And the Southern was no exception to the devastation. Its loss in those storms in the Carolinas and Alabama ran high into the millions. But with that loss there came a gain: the men out upon the line stood fast. The record of their devotion and their sacrifice makes a thrilling page in the heroic annals of America. And eleven of them gave their lives in that disaster that the severed lines of the Southern Railway might be knit together once again and the flowing life-blood of transportation brought to the desolated hillsides.

#### A Great Life's Work

This then is the manner of the man who today has been placed in executive charge of the wartime activities of not one great railroad but all the great railroads of the land. He measures to the job. He is not deaf to responsibility. He is a vast worker—although his trim and unencumbered desk does not speak that at first. It simply says that he is not an executive who encumbers himself with useless detail. As president of the Southern there are not in the course of a year more than three or four papers that require his personal signature. He believes first in hiring good men and then in giving them genuine responsibility—which means actual and complete control of the things for which they are to be held responsible. That plan works on the Southern. I do not know where it could fail to work.

#### The future for this man?

I do not believe that there is any distinction that he covets more than the one he now holds—the presidency of the Southern Railway. He is a modest man. Honors ring empty in his ears. It is enough distinction to be a good American—and an efficient one.

Hold on. Let me amend. There is a distinction that appeals. I think that Fairfax Harrison would like to be sheriff of Fauquier County, Virginia. He has never said so. And if this reaches his eyes, he will deny it. But Fauquier is his love. In it he has Belvoir—his ample though not elaborate country seat. And on that country seat he has builded a church; not an elaborate church, for that is not his way of doing things. It is a community church, a school as well. It is more. It is a final and practical expression of his affection for that beloved State which he and his forebears have served with such a fine distinction.

#### The Answer

Before a little wayside shrine,  
Half-ruined by a shell,  
A Belgian soldier knelt to pray  
When shades of evening fell.  
Behind him in the fading light  
A tottering chimney rose,  
The remnant of his happy home  
Destroyed by ruthless foes.

"O Lord of Hosts," he humbly prayed,  
"A miracle I crave;  
Send us a savior, strong and true,  
Our stricken land to save."  
And lo! upon the road appeared  
With guns and armored cars,  
A soldier of the U. S. A.  
Who bore the stripes and stars.

MINNA IRVING.

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## War

## The Allies Must Have Military Unity

By CHARLTON BATES STRAYER

THE weakness of the Allies is described in the proverb, "Too many cooks spoil the broth," and until one master hand takes charge it will continue to be spoiled. This is what Lloyd George meant when he said the war had been "prolonged by particularism" and that it would be "shortened by solidarity." The creation of an inter-allied council is a significant step toward solidarity, but unless this council is able absolutely to co-ordinate and direct the fighting on all fronts it will not be able to meet successfully the unity of military thought and plan of the Central Powers under Hindenburg and Ludendorff. War is a business, subject to the same rules as every other successful business enterprise. The Central Powers have conducted the war as one great corporation, every move being directed by a master mind at Berlin. The Entente have carried on the struggle, not as a single corporation, but as various corporations, which, while not competing with one another, have not acted with singleness of counsel or purpose. German victories in Serbia, Gallipoli, Rumania, Russia and Italy have been due to unity of military thought; Allied defeats to the lack of it.

Courage to face facts is the mark of constructive genius in war as it is in business, and this courage Lloyd George has shown in a recent speech in Paris. Acknowledging past errors he frankly declared that success would not rest with the Allies unless the war were directed by one responsible head. The pressure of the Italian disaster made it necessary to call the inter-allied council before consulting with the United States, but our co-operation will be sought. It will be the duty of the United States to demand that co-ordination be made complete and final. The stumbling-blocks enumerated by Lloyd George—"national and professional traditions, questions of prestige and susceptibilities"—must give way before the paramount necessity of winning the war. The Allies have the advantage in men, money, munitions and food. Neither side has produced a Napoleon. The military genius of the Allies is fully equal to that of the Central Powers, but there must be a single group, or better still a Generalissimo, who shall direct all campaigns with the "unity of military thought," which was one secret of Napoleon's success in his campaigns.

## Why No Peace Without Victory

SOME of my readers may not be able to understand why the Allies so persistently turn a deaf ear to every insistent German bid for peace. Never officially has Germany given out peace terms, but unofficially she has spoken of evacuating Belgium, of settling the Alsace-Lorraine issue by a plebiscite, the abandonment of annexations and indemnities. All who have been influenced by the subtle peace propaganda that Germany is conducting in this country have been asking if this is not sufficient basis for peace negotiations. On the assumption, by no means justified, that Germany would grant all that has been unofficially sent out as peace feelers, she would still emerge victor in this war and be a menace to the future peace of the world. President Wilson has repeatedly said we can make no peace with the German Government as at present constituted, but in his Buffalo speech, for the first time, he drew the dark picture of the German dream of Mittel-Europa. If the war stopped now Germany's dream, visualized in the Berlin to Bagdad railway, would be realized. In an economic as well as military sense she dominates Austria-Hungary, Bulgaria, Turkey. As President Wilson says, if she keeps this she will have "all that her dreams contemplated when the war

began," and will have the power to "disturb the world as long as she keeps it." I have repeatedly advised my readers in their thought of peace to keep an eye on Austria. Austria is the weak link in the Teutonic chain. Until the recent Italian campaign, Austria could think only of peace. The success of the Austro-German offensive in Italy has made Austria very "cocky," at least for the present, and Emperor Charles declares "the Hapsburg and Hohenzollern houses are more closely united than ever." Such is the effect upon hitherto-discouraged Austria when her armies are but twenty miles from Venice. Nevertheless an Italian victory, which may after all be but temporary, does not heal Austria's internal troubles, nor weaken the strangle-hold of Germany upon her. Austria is the most essential factor in the Mittel-Europa dream. Without Austrian allegiance, or, more properly, servitude, such a Middle European Empire is impossible. The future peace of the world depends in part upon Austria's being freed from German domination.

## Favorable Side to Russia

THE possible withdrawal of Russia from the war would not be altogether disastrous to the Allies since it might open the way for the elimination of Turkey. When Turkey entered the war Great Britain promised Constantinople to the Czar. One of the first acts of revolutionary Russia was to go on record against all annexations, thus removing the principal cause of friction between the new Russia and Turkey. The desire on the part of the Turks to break away from Teuton tyranny, the hope, following Russia's possible withdrawal, that Constantinople need not be sacrificed, combined with the growing pressure of the British forces in Palestine would probably influence peace negotiations on the part of Turkey. The driving of Kerensky from power by the Bolsheviks or extreme Socialists seems at this writing to be only temporary success. The civil struggle is between the extreme and the moderate Socialists. Kerensky is the leader of the latter, but even should he triumph over the present Bolshevik revolt, it is exceedingly doubtful if he is the strong man to hold permanently in check the various disintegrating factors in Russia. Russia can talk of nothing but democracy, yet in Washington diplomatic circles it is thought possible that the Russian masses, out of sheer weariness with revolutions and anarchy, might turn to a dictator for salvation. German money and propaganda are back of the Russian counter-revolution. The Bolsheviks, their tools, are working for a separate peace, but the general and democratic peace desired by the mass of the Russian people is not to the liking of Germany. A revolutionary Russia, though no longer a help to the Allies, might still be, to quote Lloyd George, "a menace to Hohenzollernism."

## Northcliffe Touches Up England

Lord Northcliffe, who was instrumental in making Lloyd George premier, has made his refusal of the new air ministry the vehicle for carrying criticism of British complacency and for lauding American energy and initiative. He writes: "While the United States instantly put into operation conscription over which we wobbled for two years, and is making short work of sedition mongers, and we, for our part, are asking immense sacrifices from these people, there still are in office here those who dally with such urgent questions as that of unity of war control, eradication of sedition, mobilization of the whole man and women power of the country, and the introduction of compulsory food rations."



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## Can We Fly to Victory?

(Continued from page 755)

the judgment of his instructors and that of the *chef pilote* of the school. If a man has shown considerable ability, and has the other qualities judged necessary, he is sent on to a "school of perfectionment" for fighting pilots. Those who are less promising are marked for reconnaissance pilots; while the leftovers are sent to another school to be trained as bombardment pilots.

### Making Fighting Pilots

The further training of reconnaissance and bombardment pilots is neither extensive nor complicated, but the same can not be said of the *pilotes de chasse*. The attainment of their *brevet militaire* marks the finish of only the grammar-school part of their education. Their real struggle is still ahead. Piloting a fast machine presents so many new difficulties that, when they arrive at the *Ecole de perfectionnement*, they must start again at the beginning. Usually they make their first sorties on a Bleriot "roller," a machine resembling a Bleriot airplane, but with greatly reduced wings and only a low-powered engine. Only at "full motor" is it capable of rising from the ground and then only to a height of a few yards.

No turns are attempted, only straight line flights of half or three-quarters of a mile. The pilot is soon able to handle the "roller" to perfection; sometimes a half-hour's work is sufficient; then he passes to a real flying machine, likewise a Bleriot. Landing a machine of this sort is not difficult, but it is tricky to handle, and responds very quickly to slight movements of the controls. The object of this work on the Bleriot, and on the Morane that follows, is to overcome the tendency toward "brutality" which the pilot has developed in handling the slow-responding Caudron or Farman. If he can overcome this tendency, and develops the requisite sensitiveness of touch, he passes to a Nieuport; if not, he is sent back to go on a reconnaissance plane.

After solving the Morane, the Nieuport presents few difficulties; fifteen or twenty landings should be sufficient to give the pilot a fair working knowledge of the machine. At this point the student's flying training is temporarily broken off and he is sent to a school of aerial gunnery. Such a school is most advantageously located at the borders of a lake. Pilots follow, in general, the same course that is given to machine-gunners; some attention is given to the theory of shooting in airplane, but the greatest portion of their time is devoted to actual shooting practice. From the shore ranges they fire at fixed and moving targets on the surface of the lake. The advantage of practice in such a location is that the jets of water thrown up by the bullets automatically "spot" each shot, enabling a man to correct his faults rapidly.

The employment of fast motor boats mounting machine guns makes it possible to train a number of men at a time in the difficult art of shooting under motion. Work from airplanes or hydroplanes, when the weather permits, adds the finishing touches to the education. If a man was a reasonably good shot to begin with, such a course, properly directed by competent instructors, makes him an aerial marksman of the first order. If a pilot fails to develop sufficient ability with the machine-gun he is "recommended for reconnaissance work."

### When Shooting Counts

The elimination tests for machine-gunners are very severe. When a detachment arrives, before the men are even assigned to quarters, they are invited to take part in a little informal

"shoot"—ten rounds with a carbine at regulation paper targets. The targets are scored, and the men whose work is below the standard fixed, sometimes 60 per cent. of the detachment, are at once given their *ordres de transport* and return to their regiments. Half the arrivals never even spend a night in the school. The survivors, twice during their training, are subjected to tests; if a man's progress has not been sufficiently marked, he is eliminated. At the completion of the course the men whose records are the highest are selected for machine gunners, and the remainder are designated as bombers.

### The School of Combat

At the completion of the gunnery course both pilots and gunners are sent to the School of Combat. The first week or two there the pilots devote their time to "formation flying." A half-dozen will be assembled with their machines ready for the *départ*, and will be instructed to meet, at a given altitude over a designated point. This is more difficult than it sounds; compared with the vast reaches of the upper air, an airplane is only a tiny object; it often happens, even on the front, that two pilots will circle over the same point for a considerable time, and come down without having seen each other. The faculty of being able to pick out a machine in the distance comes only with practice, and it is most essential that it be acquired. In order that machine gunners as well as pilots may learn, two-seater Nieuports are used in these exercises. Once they have obtained sight of each other, the pilots begin to maneuver for their "formation positions"; one was previously designated as leader and the others must fall in behind him. This maneuver, simple as it may seem, likewise presents difficulties.

The machines are of approximately the same speed and cannot slow down without losing height. The leader must fly in circles, or zig-zags, so the others can catch up with him by taking short cuts. To "catch on" behind a machine of equal speed, a pilot must needs exercise considerable skill and good judgment. When the formation has been attained, the next problem is to keep it; the leader heads off across country, the rest of the squadron endeavoring to keep their respective places.

The whole maneuver must be practiced till it works smoothly without too much effort on the part of the individual pilot. As a variation, a slow Caudron or Farman will be used as a leader, the Nieuports flying as protection, while others will attempt to attack the formation. The idea is to duplicate, as nearly as possible, the actual conditions on the front. In such a school there are always captured German machines on exhibition so that the pilots may become familiar with their distinguishing characteristics, and their blind spots.

### Learning Stunts

The last week in the School of Combat is always looked forward to with mixed anticipation and misgiving. This period is devoted purely to acrobacy. In his previous work, the pilot was not encouraged to do "stunts," partly because he was not sufficiently experienced, and partly because the ordinary school Nieuports would not stand it. In the acrobacy class he is given a better machine, as good as those in use on the front, and is sent with orders to "do things."

At a low altitude acrobacy would be dangerous. A wing-slip or tail-spin would be likely to end in a fatality. High up the risk is small; if the pilot gets into trouble he has plenty of time to



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collect himself and to right his machine. Before he leaves the ground the pilot has received careful instructions as to what to do, and how to do it. Backed up by the confidence gained in his previous work, the loop, the barrel-roll, and the *trille* present few difficulties. Whether these maneuvers will ever be of use in combat is questionable, but they at least give the pilot unlimited confidence in himself and his machine, and help him in developing moves which he can put to every-day use on the front.

The acrobacy class marks the end of the pilot's training in the interior. He may go from there directly to the front, but more likely he will be sent to another large depot in the *zone des armées* which serves as intermediary between the schools in the interior and the *escadrilles* on the front. This depot is really an assemblage of aviation schools grouped around one immense field. Here the

pilot is apt to find the comrades from whom he separated when he left his first school; they have specialized in reconnaissance and bombardment, and are likewise waiting their turns to go to the front.

### The Retraining School

Besides the pilots fresh from school there are others in the depot who have come back from the front to re-train on newer and faster machines. The young pilots themselves take their last farewells of their *Nieuports*, *Caudrons*, and *Farmans*, and train on later and better models. Their departure from this last school marks the end of their period of probation; they are ready to commence work over the enemy lines, where, as their war-hardened comrades say, "a man really begins to learn something about aviation."

(Continued next week)

## The Melting Pot

BERLIN'S butter ration has been reduced to one ounce a week.

A Russian Jew got 142,000 votes for mayor of New York.

Auto-bus traveling grocery stores are the latest innovation in markets in New Jersey.

Because of strikes the Clyde Line has discontinued its service to Charleston from New York.

Williams College Club of New York, with only 846 members, has 212 stars in its service flag.

To conserve food, several New York hotels have raised the price of meals for pet dogs to prohibitive prices.

A New York man recently was brutally beaten and robbed in sight of crowds who refused to heed his cries for help.

The railroads are now moving 435,000,000 bushels of potatoes, the biggest potato crop in the history of the country.

A former mayor of San Francisco, who was indicted for graft while in office, announces he will again be a candidate in 1919.

Because of the shortage of print paper in France, paper mills dating back to the sixteenth century have been again put in operation.

Seven million Belgians are starving unless the United States can come to their aid. \$25,000,000 a month is needed for this relief work.

The widow of a merchant of Paris left directions in her will that her body be cremated and her ashes scattered over the battlefields of France.

Several city officials of Billings, Montana, have been forced out of office by loyal citizens of the city because of their pro-German sympathies.

Food Administrator Hoover was hissed recently in New York City at a meeting of the Friends of Irish Freedom and other pro-German organizations.

In the English public schools children are being trained for future army officers, receiving instructions in drills, musketry, signal practice and machine gunnery.

Under a new law any person in the United States found with explosives in his possession without a Federal permit can be fined \$5,000 and imprisoned for one year.

Impostors, posing as Federal employees, have been fleecing the gullible with rheumatism and other "cures," which they represented as being made by the United States Government.

A street in Pittsburgh has been named after Private Thomas Enright, one of the three Americans killed in our first engagement with the Germans. Enright was a resident of the city.

A peace-prayer chain-letter that has been flooding the country has been branded by leading Catholic churchmen as an unusual form of German intrigue to create opposition to the war.

In response to the Government's plea for increased production of food products California raised 3,325,000 bushels of potatoes and 930,000 bushels of wheat this year in excess of the 1916 crop.

Tanners, leather dealers and shoe manufacturers are protesting to the Government against contemplated exportations of leathers to Great Britain, because such action would create a serious shortage here.

Dr. Parkhurst has been sued by a stockholder in a defaulting candy company on the ground that Dr. Parkhurst, as an officer of the corporation, aided the promoters in deceiving as to the value of the stock.

Newspapers left on the subway and street car systems of New York City amounted to 732 tons in the past year. The company sold this by-product and the proceeds were turned in to the employees' relief fund.

Let the people rule!

### A Yuletide Prayer

Oh, holy night,  
Oh, blessed morn,  
Oh, day, when hope and love were born  
To free despairing nations;  
Oh, day, oh, hour, when darkness fled  
And in its wake  
Eternal life sped on,  
Yield to this Yuletide peace  
Thy benediction.

Oh, holy star,  
Oh, placid night,  
When on the desert's lonesome waste,  
The Wise Men awaking saw  
That token of a mighty birth  
And hastened on  
To Bethlehem and Christ:  
Oh, holy star, once more  
Retell thy message.

Oh, blessed peace,  
Oh, silent night,  
When through the desert's rev'rent calm,  
A song of triumph burst forth,  
And heralded the Christ Child's birth:  
The Wise Men heard  
And followed guiding star—  
Oh, holy sound, unfold  
Thy concord once again.

Oh, quiet town,  
Oh, Bethlehem,  
Where lay in humble state the Child,  
Thy name was Rome—that night,  
Thy ruler then the Prince of Peace;  
The manger mean  
Then mightier than a throne—  
Oh, Perfect Child, permit  
The Yuletide blessing.

WIRT W. BARNITZ.

## IS THERE HOPE FOR RUSSIA?

It was the iron hand of Peter the Great that dragged Russia from the mire of barbarism. By main force of an imperious will and an indomitable energy he transformed a people steeped in ignorance and superstition and given to the most brutal indulgences into a great European power. Peter was efficiency incarnate. No detail escaped



him. As the first steps in civilizing them, he made the Russians adopt the European costume and cut off their unkempt beards. He created a navy, built a city of palaces among the marshes of the Neva, introduced the industrial arts, stimulated foreign commerce, built roads, dug canals, introduced the printing-press and placed Russia in the front rank among her European neighbors. Peter knew his people thoroughly. He realized that the regeneration of Russia could be brought about only through a strong government. How he accomplished all that he did in a few short years—how with all his talent for civilizing his subjects he could not civilize himself, but remained a barbarian all his life, devoted to brandy and guilty of the most shocking excesses—furnish some of the most interesting and curious chapters in history as told in *Peter the Great*, one of the 16 volumes in this beautiful new edition of

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| 3. Cyrus the Great       | 11. Nero             |
| 4. Hannibal              | 12. Cleopatra        |
| 5. Peter the Great       | 13. Darius the Great |
| 6. Marie Antoinette      | 14. Josephine        |
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# The Ups and Downs of Sugar

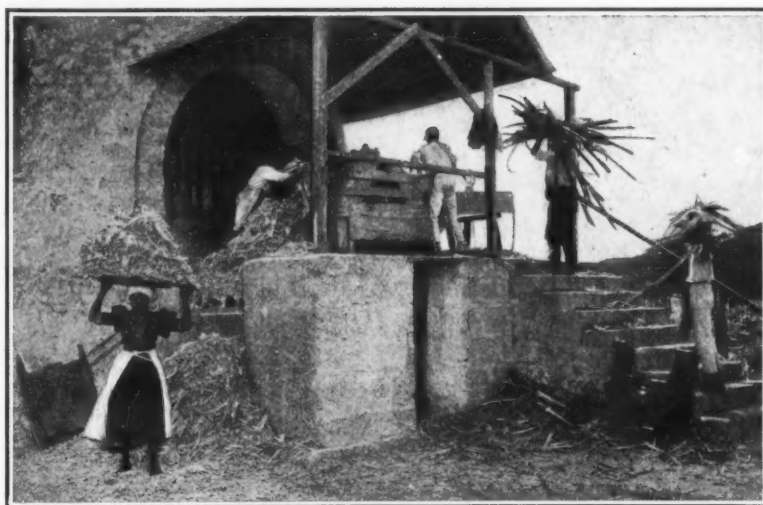
By W. E. AUGHINBAUGH

TO those of us who think we are paying a high price for sugar today, it may be a source of some consolation to learn that in 1319 a London merchant purchased in Venice, which was then the sugar center of the world, 100,000 pounds of common brown sugar and paid 43 cents a pound for it. If we add to this the freight, duty and other incidental expenses, the laid-down cost in London of this modern necessity was at least 75 cents a pound, and if we go a step further and compare values of that date with those of to-day, it is apparent that this particular cargo of sugar was worth at a very low estimate \$5 a pound. For centuries sugar was considered a medicine and was sold by apothecaries and then only on physicians' prescriptions. It was not until tea was introduced from China, and coffee from the Far East and South America reached Europe, that this staple dropped in price to within reach of the ordinary individual. As late as

extensively, especially in Germany, Austria, Russia, France, Belgium and the Netherlands, and was finally taken up by American agriculturalists in about 1900, large tracts of land being devoted to the propagation of the sugar beet in California, Colorado, Nebraska, Iowa, Idaho, Michigan, Ohio, Utah and South Dakota.

The world's chief producers of sugar cane are Cuba, Porto Rico, Hawaii, the Philippines, Java and India. All the tropical countries of South America, Central America and Mexico and many of the West Indies grow and grind sugar cane, but produce only enough for home consumption. While some refineries in Brazil, Argentine, Chile, Peru, Barbados, Jamaica and Mexico make a high-grade white and refined product, the majority produce an inferior article, which is poured in conical moulds, and resembles maple sugar in color and texture.

Despite the fact that, as a nation, the



How sugar is made—and wasted—in the West Indies. This old windmill equipped with antique rollers for grinding cane and served by primitive methods of haulage, wastes 50% of the product that all America is now being deprived of, while faddists make a ceremony of showing it under glass on dining tables.

1842 sugar sold in London for \$275 a hundredweight, while 25 years later, with importation increased tenfold, it was quoted at \$50 a hundredweight.

This "exotic luxury," as it was once termed, is first mentioned as being produced in India early in the fifth century, although it was undoubtedly known before that date. Its use gradually spread to Persia, Egypt, Morocco, and thence into Europe via Spain at the period of the Moorish conquest. After the discovery of America it was taken by the early explorers to Santo Domingo where the cane seemed to thrive in the tropical climate.

While the world's supply of sugar today is about equally divided between the article obtained from the sugar cane and from the beet root, still there are several other sources from which this staple may be derived. The natives of China use "sorghum" for sweetening purposes. It is made by boiling the juice of the stem of Guinea corn, and is for local consumption only. In the East Indies "jaggery," from the sap of the palm tree, serves the same purpose. For years the early settlers in the United States depended upon maple sugar, made from the boiled sap of the maple tree. The total production of maple sugar last year was about 14,000,000 pounds, while 4,250,000 gallons of maple syrup were manufactured.

The beet sugar industry is of comparatively recent origin and was the result of the discovery of a German chemist in 1747. In Europe this pursuit developed

United States is the world's greatest sugar consumer, our per capita consumption of 82 pounds is less than that of several European nationalities, Denmark leading with 92 pounds per person, followed by England with 90 pounds to the individual. Of the 8,500,000,000 pounds of sugar eaten last year by Americans, 25 per cent. was produced within our own boundary, while 27 per cent. was contributed by our island possessions. Of the remaining 48 per cent. from abroad, Cuba shipped us practically 47 per cent.

We may expect the high price of sugar to continue until the declaration of peace, owing to the falling off in production due to the present war, unless in the beet-root-growing areas of the United States more acreage is put under cultivation. It is useless to expect any increase in production from the Latin-American countries or the West Indies, for the machinery used in most of these localities is antiquated. The loss through waste in the average Latin-American sugar mill almost equals the amount of sugar produced.

The world's production of sugar for 1917 shows a decrease of 5,000,000,000 pounds, which means that every nation will have to cut down its per capita use of this commodity, a feasible problem when one stops to think that each Spaniard eats only 15 pounds of it annually, while the Italian consumption is but 10 pounds a year. As a substitute mankind can revert to the more liberal use of spices, for they took the place of sugar in the Middle Ages.

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# A Week of the War

By HENRY FARRAND GRIFFIN

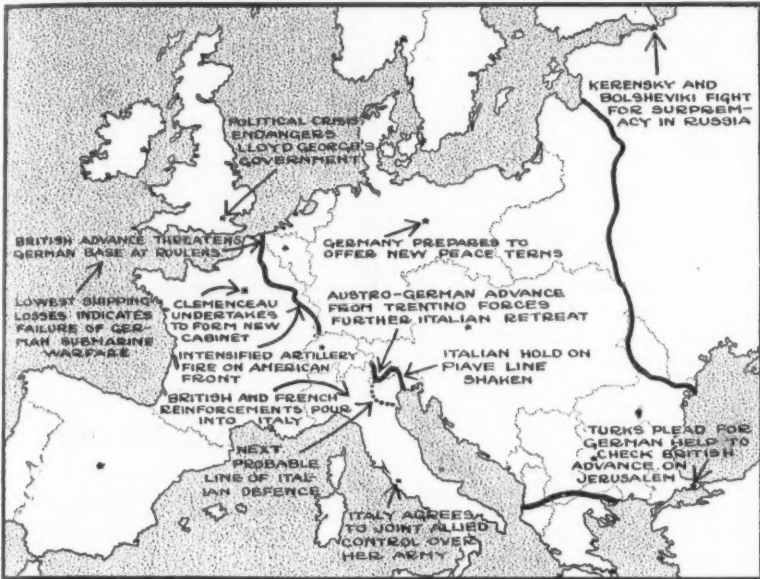
## Italians' Hold on Piave Line Shaken

THE Austro-German armies have succeeded in crossing the Piave River and their advance from the Trentino has developed into a serious threat to the Italian rear. It is difficult to see how the Italians can make a permanent stand on the Piave River without a great risk of an overwhelming disaster. It is true that

couraging feature of recent news from Italy is the improvement in the morale of the Italian armies.

## In France and Palestine

During the Italian crisis a period of comparative inactivity settled down on the battle-fronts in France and Flanders. The British continued to maintain steady pressure in the Ypres sector, and wrested



NEW SALIENTS ON THE MAP OF EUROPE

they succeeded in temporarily checking the enemy where he first crossed the the Piave near the sea. This was accomplished by energetic counter attacks and by flooding the low lying areas near the mouth of the river. If it were merely a question of holding the enemy on the Piave River the Italians might hope to succeed with the arrival of French and British reinforcements, but however firmly they succeed in establishing a line of defense along the Piave they can never tell at what moment they may be overwhelmed from the rear. The Austrians and Germans are advancing from the Trentino slowly, but surely, and it seems only a question of time when a continued advance will force a further Italian retreat. As pointed out in this page last week, there is no good line of defense for the Italians behind the Piave until they come to the line of the Adige and even this is susceptible to further outflanking operations from the Trentino. But even though the Italians should hold the Adige line and the western exits from the Trentino, this means that they would have to yield practically all of Venetia, including the cities of Venice, Treviso, Vicenza and Padua. The most en-

from the Germans still further ground along the Passchendaele Heights. Intensified artillery activity, resulting in further casualties, was reported along the American front in eastern France. There were also patrol encounters between the American and German troops. It is possible that more serious fighting may be reported from this sector before long. The relative inactivity along the Western front may be explained by the rushing of reinforcements to Italy.

The British armies in Palestine have scored several important successes over the Turks, and the capture of Jerusalem seems to be merely a matter of time. It is understood that the Turkish forces are operating under the leadership of German officers, but so far they have not seemed able to make any very effective stand against the advance of General Allenby's armies. On November 16th General Allenby reported that his advance troops had reached a point within three miles of Jaffa, the port of Jerusalem, and that the number of prisoners taken since October 31st exceeded 9,000. Considerable progress has also been made up the railroad line to Jerusalem and we may expect more interesting news before long.

## Kicking Goals for Uncle Sam

(Continued from page 762)

found that the American athletes were among the greatest of the fighting men, and that some of the most heroic deeds were performed by those, who in the past fought their way inch by inch over more than one muddy field until they slammed the pigskin over the line for a touchdown.

A program of strenuous athletics has been introduced into each training camp with baseball and football as the features. In the summer months the former pastime received the major share of attention, because most of the men had played it for years and right up to the time they entered the service. But the authorities never lost sight of the superior qualities of the gridiron pastime for the training of

men soon to engage in mortal conflict, and preparations for carrying on the sport in earnest were made early. The first touch of frost found football in full swing at all the camps, and its popularity increased as the weeks came and went, particularly after the teams from the army and navy forces had faced various college elevens and demonstrated an ability to more than hold up their end.

That these teams composed of actual warriors made such a splendid showing from the very outset was not to be wondered at, considering that upon their rosters were the names of many, who in their college days, did those things which now are writ large in football history.



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Leslie's Weekly

# Jasper's Hints to Money-Makers

NOTICE—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be enclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

"BUSINESS as usual." Shall we have it, or shall we not have it? We have not been having it in Wall Street of late. There business has been "unusual" and it has made everybody but a few undesirable bears most unhappy.

The talk of closing the Exchange did not contribute to the gaiety of the nations nor tend to abate the scare which fell upon the street and swept prices away as a tropical hurricane sweeps the coconut palms on a sandy beach. I saw the muss a hurricane can make in a coconut grove, a few years ago, while I was at Long Key, Florida. It was not a pleasant sight.

I believe in "business as usual." War or no war, the people of this country must be kept busy, wages must be paid, factories employed, and payrolls met. The worst thing that could happen to us would be to have a period of general business depression. It needs no argument to prove this.

Anybody who has had experience with hard times knows that they constitute the worst blight on the happiness of the home. So I do not quite agree with the criticism of "Business as Usual" made by Mr. Lewis B. Franklin, President of the Investment Bankers' Association of America and Vice-President of the Guaranty Trust Co., of New York, at the recent convention of the Investment Bankers' Association at Baltimore.

I agree with him that we should enforce all necessary economy, but I do not agree with his suggestion that we cut out all luxuries and the manufacture of the same. It is hard to draw the line these days between necessities and luxuries. With the high wages paid to some workers they are, for the first time, enjoying what they believe to be the luxuries of life. They are earning largely and spending freely.

With them it is a new and delightful experience. They are keeping money in circulation. They are helping the factory to run and the employer to meet his payroll. I agree with Mr. Franklin, in his generality, that we should have "business for the nation, business for the war, and business for victory," but he does not believe that we should have "business as usual."

I commend to Mr. Franklin the address recently delivered by Mr. Charles W. Mears, of Cleveland before the Rotary Club of that city. He discussed the question, "Are Business Men a War-Time Menace?" Mears doesn't pussyfoot. He strikes from the shoulder. He condemns "the stop-spend propaganda" so frequently heard and says: "If it is the one true doctrine, then it follows obviously that the American business man who asks people to spend money for his goods is a menace to the interests, the welfare, and the life of his nation."

Mr. Mears quotes from a little monograph published by the Winton Company entitled "Who's Patriotic Now?" which points out that there are two kinds of economy—one that means prosperity and success in war and the other that means poverty and defeat. The economy we need is the economy in the use of perishable products, which means that we must put a stop to wasting food, but as the

little monograph says, "Money is quite a different thing and it is the process of passing money from hand to hand that puts lifeblood into business."

There is food for sober thought in the statement by Mr. Mears that "the reason the Allies were forced to come to the United States for financial aid was that their business was forced partially to suspend, and their people were warned, as you are warning Americans, to hoard their money. When American business suspends, in response to your hoarding appeal, this country, too, will be bankrupt, and since we have no prosperous ally to help us out, our fate will be without remedy."

Let the people cultivate thrift, not miserly habits, and they will have an abundance with which to provide for all the comforts of home with a good margin for the purchase of Liberty Bonds. Economy is a good thing. We cannot have too much of it and the thrifty individual is always economical. Otherwise he would not be thrifty.

We have just been teaching ten million persons in the United States to take an interest in the securities market by buying Liberty Bonds. Probably nine out of ten of these never before owned a security of any kind. They have learned the first great lesson of thrift. They have been taught that they can make their money work for them. Let us have "business as usual" and this large army of new investors will have cash "as usual" and the stimulus to the security market will be felt in every line of business, because Wall Street still continues to be the barometer of trade.

A great many of my readers are asking whether they should get out of the market and sacrifice their holdings in fear of a smash. For forty years, I have watched the operations of Wall Street. I have seen Black Fridays and Blue Mondays, panics and booms, and I have always found that it is darkest just before dawn.

This is the richest country in the world, self-supporting, only partly developed, with an abundance of land for the husbandman, labor for the toiler, and investment for capital. No matter what happens in this war, we cannot destroy the United States. We must and will win the war. The collapse of Germany may come in a few years, or it may come much sooner than we expect. I say now, as I have said during other troublesome periods, that those who have their securities paid for and can carry them through all vicissitudes should hold them with patience in the knowledge that the tide must turn some day.

R. SHIREMANSTOWN, PENN.: Penn. R. R. stock is one of the best and at its present price looks like a reasonably safe investment.

E., DAYTON, OHIO: Stocks bought at present low figures should eventually reward the holder, but do not buy on a margin.

N., CARNEGIE, PENN.: Intl. Paper Company's profits are still large and but for Government interference would warrant a dividend on common.

M., PORT MORRIS, N. J.: Cosden & Co. is one of the best of the minor oil companies and a dividend payer. Chicago & Gt. Western common is an unattractive long-pull.

L., BETHLEHEM, PENN.: I do not advise selling Cosden & Company's stock, a good dividend payer, and buying Federal Oil common, whose dividends are simply prospective.

H., ANCHORAGE, ALASKA: I would not advise you to take a "flyer" in a speculative stock like Convertible Tractor in such times as these, when even the strongest motor corporations have much to contend with.

S., SUPERIOR, WIS.: The outlook for Peoples Gas is dubious. Its future depends on the treatment it is likely to get from the local authorities. U. S. Rubber preferred and United Verde Extension are likely some day to come back.

W., MILWAUKEE, WIS.: The original Emerson Motors Company was so badly managed and came to such a disastrous end that it hardly seems possible any good can come out of the money put into it. This is a poor time to invest in any speculative motor stock.

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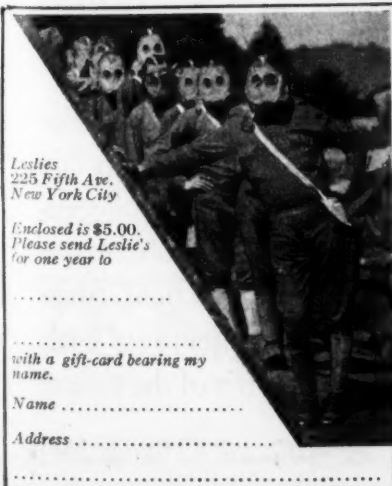
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R., BROOKLYN, N. Y.: I do not see how you would better your position by sacrificing Wright Martin and buying Chile Copper or Utah Securities, which are no less speculative. Wright Martin has possibilities because of Government orders. If you should sell, buy a seasoned dividend-paying stock.

A., SAN FRANCISCO, CALIF.: American Writing Paper made wonderful earnings while it was utilizing its raw material bought at low prices, but since then its earnings have declined. Paper companies well supplied with their own raw material are the fortunate ones. The company has strong backing.

S., CHICAGO, ILL.: At such a time safety should be the first thought of one who seeks an investment rather than a speculation. Preferred dividend payers are the most attractive investments. I have advised this frequently. For speculation American Int. Corp. around 50 is one of the best stocks, though it is not fully paid.

O., MEMPHIS, TENN.: Better hold N. P. and So. Pac. than to sacrifice. The whole market has been adversely affected by the war conditions. If the I. C. C. grants an increase in rates, all railroads should be benefited. So. Pac. dividend appears safe. There is less certainty about N. P.'s 7 per cent. dividend, but if it is cut the return may still be good.

L., SALEM, MASS.: I have no statements of Natl. Rubber Co.'s earnings, but consider the stock too speculative. Your option on 100 shares at \$10 is far from attractive. The shares are quoted by a New York broker at \$4.75 bid and \$5.50 asked. New Haven is far from being a good investment. It will be a poorer one when the road issues its proposed preferred stock unless conditions on the railroad change materially for the better.

W., ASSUMPTION, ILL.: Willys Overland's reported net earnings on common for the 6 months ending June 30 were \$3.68 a share, or at the rate of over 28 per cent. per year. The company controls the Curtiss Aeroplane Co. All the motor stocks declined on account of the increased cost of operation and prospects of heavy war taxes. W. O. is doing a large business. It pays \$5 per year, or 12 per cent. on par (\$25). Chevrolet (par \$100) has paid \$9 this year. Chevrolet is a larger company than W. O. It controls General Motors, which is on a 12 per cent. basis and is reported flourishing.

New York, November 24, 1917.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

For information regarding Wisconsin Dairy Farm Mortgages that make a good yield write for free pamphlet L-25 to Markham & May Company, Milwaukee, Wis.

Persons desiring to invest in curb securities, Standard Oil and listed stocks, buying outright, on margin, or the partial payment plan, are invited to correspond with L. R. Latrobe & Co., 111 Broadway, New York.

The Citizens Savings & Trust Company, Cleveland, Ohio, the oldest institution of its kind in Ohio, invites savings accounts at 4 per cent. interest, from persons residing anywhere in the United States. Send for the company's booklet L, explaining its banking by mail system.

Sound interpretation of changing conditions in the business and financial world is essential to every investor. Authoritative views of the current situation are presented weekly in "The Bache Review," with suggestions for investment. Copies mailed free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

War uncertainties have stimulated the demand for sound farm mortgages as an investment. The Oklahoma Farm Mortgage Company, Oklahoma City, Okla., the oldest mortgage house in that state, offers Oklahoma, Texas, Arkansas and Louisiana farm mortgages, in convenient denominations netting 6 per cent. For complete details send to the Company for its free booklet and list No. 906.

An attractive offering is made to investors in the shape of the Riverland Ranch 5-year first mortgage 6 per cent. bonds, obtainable at 95 and yielding 7 per cent. on purchase price. The bonds aggregate \$150,000, are secured by property valued at \$300,000, are issued for improvements only, and are in the denomination of \$1,000. The Ranch is scientifically managed. For full particulars write to M. J. Munn, Manager Riverland Ranch, Tulsa, Oklahoma.

Investors during these uncertain times are eager to obtain securities combining good yield with safety. As meeting these requirements, safeguarded first mortgage bonds, in denominations of \$1,000 and \$500, and yielding 6 per cent., are recommended by S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. Write to Straus & Co. for circular P-703 and you will get their free investment list describing a great variety of these bonds.

It is generally conceded that small investors have been a great sustaining influence in the stock market during the recent depression. These numerous buyers have been educated to the advantages of investing while they save. They avail themselves of the partial payment plan, one of the best ways to start on the road to competency. Many well-seasoned securities are now on the bargain counter. To get into full touch with present opportunities, send for free booklet B-4, "The Partial Payment Plan," to John Muir & Co., specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York.

## Bonds Near Bottom

THE bond market has shown no improvement of late and there is slight prospect of immediate material advances in this class of securities. The infection of decline has extended even to the Liberty Loan issues, while corporation bonds and foreign government obligations have fallen to extremely low figures. Liquidation and price-shrinkage have not been confined to the poorer and medium classes; the high-grade "seniors" also have been seriously affected. Some weeks ago the best kinds of bonds were admittedly on the bargain counter, although a further decline was considered possible. Today the bargains are more numerous and still more inviting. High-grade bonds of unquestioned character have shrunk until they are almost as low as they were when the stock exchange closed during the early days of the war. Railroad and industrial bonds paying 5 and even 6 per cent. are selling below par, a condition without precedent in their history. A strong proof that good bonds are now selling at bargain prices is found in the Comptroller of the Currency's instructions to national bank examiners not to require banks to charge high-grade bonds down to present abnormal figures.

The final bottom may not have been reached, but it is wholly improbable that anybody who buys with good judgment now will have occasion to regret his investment in the long run. The "slow panic" must end in time, and then recovery in bond prices should follow. The war scare has been worked to such an extent that the worst may have been discounted. A successful stroke by the Allies would encourage anticipations of not-distant, just and permanent peace, and would be a bull argument of great effect. There continue to be investors optimistic enough to purchase bonds as freely as their means will permit. Among these the small and partial-payment buyers are active.

In marked contrast with the general market, the non-fluctuating sound real estate and farm mortgage bonds go their way serenely and there appears to be no diminution in the demand for them. Despite all drawbacks, the farmers generally are prospering, and they are paying interest on their indebtedness promptly and regularly. Farm mortgage bonds are especially well-regarded as an investment, even in war-time.

L. B., PHILADELPHIA: Bethlehem Steel 5% notes pay 6.6% on present price, but mature Feb. 15, 1918.

B. N., NEW HAVEN, CONN.: City of Cincinnati 4 1/2% of 1937 yield 4 1/2% on present purchase. Exempt from income tax.

C. M., DULUTH, MINN.: State of Tennessee 4 1/2% can be had in maturities from 1950 to 1965. Present price is about par. They are exempt from income taxes.

G. R., DETROIT, MICH.: The improvement 5 1/2% and 6% bonds of the City of Miami, Fla., yield over 5%, and offer a range of maturities from 1918 to 1924. Exempt from income tax.

J. B. N., NEWARK, N. J.: The advice that you buy Delaware & Hudson 5% notes for a three-year investment is sound. You will net 5 1/4%. A similar two-year investment might be N. Y. Central 5% notes, due Sept. 15, 1919, yielding 6.8%.

T. F., CHICAGO: City of Akron, Ohio, School 5's are direct obligations of the entire city and they mature in fifteen equal annual installments, beginning 1919. The present bonded debt of Akron is below 1 1/4% of 1916 assessed valuation. Net yield 4 1/2%.

V. R., NEW YORK: There is quite a large list of government, industrial, railroad, public utility, city real estate and farm mortgage bonds available in \$100 denominations now. You can diversify your earnings very easily by careful selections from the different classes. Present low prices give unusual yields.

R. L., NEW YORK CITY: City of Olean, N. Y., Water Bond 5's are serial, and can be had in short or long maturities. The assessed valuation of the city is thirty-two times its net debt. These bonds are exempt from personal tax in New York State, and from federal income tax. They yield 4 1/4% at present prices.

LITTLE PATRIOT, NEW YORK:—The new war savings certificates enable buyers to help the country while getting a fair return on their money. They will be sold at post-offices and other places, and will be issued in two forms. One will be sold in the shape of 20 stamps for \$4.12. These will be redeemed in 1926 for \$5. If one prefers the installment plan he can buy a single 25c stamp and additional stamps later. When he has 16 stamps, he can pay 12c. more and get a certificate for payment of \$5 in 1926. Both forms are redeemable at par and interest at any post office at any time. Those who keep the certificates until maturity will get 4% compound interest, but only 3% will be allowed on certificates presented before 1926.

## December Investment Suggestions

Our current general circular contains a carefully selected and well diversified list of high-grade bonds available at attractive prices.

This circular and our comparison of January and current bond prices will be of interest to you if you are contemplating an investment.

Send for December Circular and Price Comparison L-77.

## The National City Company

National City Bank Building  
New York

## This Gift Will Please Any Man

You'll be sure of giving him just what he wants if you choose the

## Boston Garter

in one of our handsome, new Christmas boxes. Any man who receives it will feel that he is greeted by an old friend in holiday dress, because every man who wears garters knows the "Boston." Beautifully colored holiday boxes (different designs) at stores everywhere, or by mail, postpaid, 25, 35, 50c. GEORGE FROST CO. BOSTON



To-day it's a battle of wits—and brains win. Muscle and brawn don't count so much as they used to. The great question now is "What do you know?" It draws the line between failure and success, between a poor job and a good one.

What do you know? Have you special ability? Could you "make good" in a big job right now?

For 25 years the International Correspondence Schools have been training men for better work and bigger salaries. They can train YOU, no matter where you live, what hours you work, or how little your education. Mark and mail the coupon and find out—it won't obligate you in the least.

TEAR OUT HERE  
INTERNATIONAL CORRESPONDENCE SCHOOLS, Box 4190, Scranton, Pa.

Explain fully about your Course in the subject marked X:

<input type="checkbox"/> Civil Engineering	<input type="checkbox"/> ADVERTISING	<input type="checkbox"/> CHEMISTRY
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<input type="checkbox"/> Mining	<input type="checkbox"/> Bookkeeping	<input type="checkbox"/> Poultry
<input type="checkbox"/> Mechanical	<input type="checkbox"/> Stenography	<input type="checkbox"/> French
<input type="checkbox"/> Mechanical Drafting	<input type="checkbox"/> Civil Service	<input type="checkbox"/> German
<input type="checkbox"/> Architectural Drafting	<input type="checkbox"/> Ry. Mail Service	<input type="checkbox"/> Italian
<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> AUTOMOBILES	<input type="checkbox"/> SPANISH

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Address .....





**Weed Tire Chains**  
for a Safe and Merry Christmas  
to your friend  
who has  
given you  
so many  
delightful  
auto rides

Wishing You  
a Safe and  
Merry  
Christmas

**Another Suitable Gift**  
would be a Weed Chain-Jack which operates with a chain while you stand erect clear from greasy springs, tire carriers and other projections — "A real jack that does its work without forcing you to get down on your hands and knees in the snow, mud or dust."

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By  
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This clever picture, in full colors, 11 x 14, mounted on a heavy mat, ready for the frame, sent prepaid for twenty-five cents.

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### Make a Film Fan's Christmas Merrier

SEND him (or her) a subscription to Film Fun, the magazine of the happy side of the movies. \$1.00 will send Film Fun for one year to the person you indicate. On Christmas morning your friend will receive a tasteful card stating that Film Fun is coming as a gift from you.



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### The Faith of a Soldier

(Continued from page 751)

night and swelling in that great chorus of Luther's battle-hymn, sounding with a note of Omnipotence, created in my heart a respect for our enemies' might and power which I had never felt before. This respect was only dimmed by later intimate revelations of their hypocrisy.

"Hark, the herald angels sing" will be sung at many a point on the firing-line this Christmas, and to the Tommy there will be no incongruity in the singing.

While a lot of people at home, who never had any faith, are worrying their friends on how to reconcile Faith and War, the soldier out of the sacrifice of war is learning a faith that he never knew in peace. For him all creeds and dogmas of belief and unbelief are united in the one eternal principle of sacrifice.

The creed of a true soldier is one with the creed of the Galilean. The famous painting called "The Greater Love," exhibited at the Royal Academy two years ago, brings out this fact. The picture shows a dead soldier fallen at the foot of the cross, on which hangs the dead figure of the Christ. Underneath is the inscription, "What greater thing can a man do than to lay down his life for a friend?"

The Christian religion is built up on the fundamental principle of sacrifice. This is also the fundamental principle of soldiering. We hear stories of the officer who went out into No Man's Land to bring in a wounded Tommy, and died in the effort; of the young lieutenant, who seeing a bomb with the fuse set dropped among his men, fell upon it and was blown to pieces, thus saving the lives of his men; of the devoted Tommy who intercepted with his own body the steel of the enemy's bayonet and thus died to save his captain. Every day on the western front men are laying down their lives for their friends, and better still, there are multitudes of those whose days are a living sacrifice for their comrades. Over the carcass-strewn fields of France, we read the faith of the soldier, a faith inarticulate in life, but bearing witness forever in death.

While the soldiers are proving their faith at the front, we at home must not be losing ours. H. G. Wells, writing of the present appalling condition, says: "Men will have to look to another Power. They might very well look to Him now—instead of looking across the Atlantic. They have but to look up and they will see Him. And until they do look up and see Him, this world is no better than a rat-pit."

The greatest and most dangerous onslaught which the German propaganda is making against us in America today is in spreading abroad the idea that this is a material instead of a spiritual struggle.

If America became imbued with the idea that this were merely a material struggle, she would soon lose her fighting effectiveness. Russia and Italy have fallen down because of this. Democracies cannot long be kept fighting merely for temporal gain, for territorial aggrandizement, for trade rights, or for world power. A war fought on such baser issues would soon lose its appeal to the people. But a spiritual struggle, rightly appraised, will command the deathless devotion of all free peoples. The British Commonwealth and the French Republic after all their depletion of treasure and manhood are keener to wage this war to an end than they were in 1914, because they realize more profoundly than ever that this is a spiritual struggle. Most rightly America at last is with them. Above all things it behooves America at this hour to teach her new armies the deeper issues of this struggle.

### Choose Your Gifts Wisely For Your Motoring Friends

Following is a list of suitable gifts for motorists. Check the ones in which you are interested, fill out the coupon and receive in return the free advice of LESLIE'S Motor Department experts as to the fitness of the gift in question and the size and type required.

Carbon Removers	Polishes and Body
Chemicals (radiator	Cleaners
cleaners, etc.)	Radiator Covers
Clocks (dash board)	and Attachments
Fire Extinguishers	Shock Absorbers
Gauntlets and	Slip Covers
Robes	Spark Plugs
Hand Warmers	Spot Lights
Heaters	Thermometers
Horns and Warn-	(radiator)
ing Signals	Tires and Tubes
Jacks	Tire Repair Kits
Lenses (headlight)	Theft Preventers
Luncheon Outfits	Tow Lines and
Mirrors (rear view)	Pulleys
Non-Skid Devices	Vulcanizers
(chains)	Wind Shield
	Cleaners

H. W. SLAUSON, M. E.,  
MOTOR DEPARTMENT,  
LESLIE'S WEEKLY,  
225 Fifth Avenue,  
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Dear Sir:

I would like to give a suitable gift to the owner of a ..... car, model No. .... I have checked (✓) the kind of gift in which I am interested. Please advise me of its suitability, and, if necessary, tell me the kind and size adapted to this particular car, and give me the names of manufacturers who are able to furnish these as Christmas gifts.

Name.....

Address.....

USE ABOVE COUPON

### How Many Friends on your Christmas Gift-List are Motorists?

GRATIS advice of special interest to non-motorists as well as those who own automobiles will be furnished by Harold W. Slauson, Leslie's Motor Editor.

He will offer suggestions as to the choice of automobile accessories as Christmas gifts; practical presents in keeping with the spirit of the times.



Wisely  
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## *Drudgery has Vanished Since Electricity came into the home*

**T**HE four walls of the kitchen no longer hold the American housewife in solitary confinement. She is younger for her years than ever before. She works less and gets more done. The afternoons and evenings that she always needed and never had, are now hers—for her children, her shopping, her friends. Leisure is hers if she wants it.

The modern servant, Electricity, washes the dishes and clothes, cleans the house thoroughly, grinds meat, turns the ice cream freezer, runs the sewing machine and cools the house in summer. It makes coffee and toast at the dining table, does the cooking "by wire" in a clean, comfortable kitchen, and relieves ironing day of its toil.

Electric Heat, Electric Power and Electric Light in the home are responsible for most of the efficiencies and economies that have made the art of housekeeping a modern science.

The development of the MAZDA Lamp from Mr. Edison's invention is an example of what the General Electric Company has done for lighting. Almost as remarkable have been the advances this company has made in perfecting the electric cooking range and applying the electric motor to housework.

You will find a G-E Motor in the best vacuum cleaners, in the best washing machines, and in many other domestic power appliances.

The switches on the wall, sending electricity instantly to its task in response to the touch of your finger; the sockets, plugs, concealed wiring and safety devices; the meter that measures the current—these and many other adjuncts of electric service in the home are products of the General Electric Company, and are so marked.

To the entire electrical industry belongs the credit for putting Electricity to work in the home. But the guiding influence has been that electrical manufacturer whose production services, engineering resources, research, invention and vision have been most useful as the stabilizing and inspirational force of this expanding industry.

7313

# GENERAL ELECTRIC COMPANY



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Will Santa Claus usher into your home on Christmas morning the artistic Genius of all the world—the singers, the instrumentalists, the composers, the comedians who rule as the monarchs of Art and Laughter?

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The Victrola is the supreme gift—enjoyed by all the family every day in the year.

There are Victors and Victrolas in great variety of styles from \$10 to \$400, and there are Victor dealers in every city in the world who will gladly demonstrate them and play any music you wish to hear.

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